

# THE Hongkong Weekly Press

## AND China Overland Trade Report.

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### BIRTH.

On the 8th May, 1896, at Swatow, the wife of L. HAENLOOP, of a son. [11:8]

### MARRIAGE.

On the 4th inst., at the British Episcopal Church, Foochow, by the Ven. Archdeacon Wolfe, assisted by the Rev. W. Banister, and after at H.B.M.'s Consulate, by Mr. C. F. R. Allen, JOHN C. OSWALD, of Foochow, to NINA LOUISA DAY, second daughter of the late Rev. A. B. Day, Rector of Fishponds, near Bristol. [11:50]

### DEATHS.

On the 2nd May, on board the *Yokohama Maru*, CHARLES CROMIE, aged 54.

On the 6th May, at 50, Quinsan Road, Shanghai, ANDREA NICHOLAS VILLODAKI, a native of Greece, aged 72 years, and for about 35 years a resident in Nagasaki and Shanghai.

### ARRIVALS OF MAILS.

The French mail of the 10th April arrived, per M. M. steamer *Caledonien*, on the 12th May (32 days); and the Canadian mail of the 21st April arrived, per C. P. steamer *Empress of Japan*, on the 12th May (21 days).

### EPITOME OF THE WEEK.

An anonymous anti-foreign proclamation has been posted at Wuchow.

The first Gymkhana meeting of the season was held at Hongkong on the 9th May.

Great stringency has lately been experienced in the native money market at Shanghai.

Medical inspection has been established at Shanghai for vessels arriving from Hongkong.

Singapore has declared Bangkok to be an infected port owing to the prevalence of cholera there.

The steamer *Ingraban*, which was ashore on the Tamsui bar, has been towed off by the *Hailong*.

The bodies of Mr. G. Davidson, chief engineer, Mr. J. Allan, third engineer, of the *Onwo*, and Mr. Scott, the pilot, were picked up by Chinese boats early on the morning of the 7th May, near the Red Buoy, Woosung.

Li Hung-chang while in Europe will endeavour to negotiate a new tariff agreement with the Treaty Powers giving China an increase of from five to eight per cent. in the duty on imports.

The Court of Inquiry held at Shanghai to investigate the circumstances attending the collision between the *Onwo* and the *Newchwang* has found the latter vessel in fault and censured the captain; it also finds that the life saving apparatus on the *Onwo* was inadequate.

It is reported that Rear-Admiral Oxley has been appointed second in command of the China squadron and will come out in the *Grafton*, which will be his flagship. The *Grafton* leaves England early next month. The appointment of a second Admiral to this station is a new departure on the part of the Admiralty.

The *Mercury* of the 7th May says:—We regret to have to record the death of Mons. H. Loumyer, Belgian Minister to China and Siam, which took place at the General Hospital this morning, through blood poisoning, the effect of a scratch during his passage from Peking to Tientsin. He arrived here on the 3rd instant in the *Kinsing*. The funeral will take place from St. Joseph's Church to-morrow at 9 a.m. The flags of the Consulates and men-of-war were half-mast during the day.

The insurance on the *Onwo* amounted to about Tls. 50,000, of which Tls. 12,000 was effected with the Canton Insurance Office, Tls. 6,000 with the Yangtze, Tls. 3,000 with the South British, and a couple of thousand taels in the World Office. It was proposed to blow up the wreck at once, but we believe the majority of underwriters object to this course, as a large quantity of the cargo, such as silk piece goods, cannot be very much damaged. There were some twenty-five cases of uninsured opium on board belonging to Chinese, but there was no treasure, though one of the banks had almost arranged to send up a considerable quantity by the *Onwo*. At the last moment it altered its arrangement.—*China Gazette*.

The *N. C. Daily News* says:—In our account of the efforts made to rescue the victims of the disaster to the *Onwo* on the morning of the 30th, we omitted to do justice to Mr. J. W. Gardelin, the Customs berthing officer at Woosung. Mr. Gardelin was first on the scene, and with his one boat he rescued fourteen of those who were floating on the water, one of whom died of exhaustion. Too much cannot be said about the promptitude and kindness of the officers and men of the U.S. flagship *Olympia*; not only were they most prompt and eager in the work of rescue, but when they got the survivors on board their ship they did everything in their power to make them comfortable, provided them with clothes, and got up a subscription for them. The bluejackets even making a suit of clothes for a small boy whom they picked up, and whose father and mother were drowned.

The foundation stone of the new electric light station of the French Municipality was laid at Shanghai on the 7th May by M. J. Oriou, Chairman of the French Council.

Cases of plague continue to occur at Hongkong at the rate of about eight or ten a day, but the disease does not appear likely to assume any formidable epidemic form. It is very bad at Canton and also at Kiungchow, Hainan.

The sentence of three months' imprisonment with hard labour passed on the captain and doctor of the German mail steamer *Hohenzollern* for trespassing in the fortifications at Stonecutters' Island has been reduced to a fine of \$100 each.

The owners of the steamer *Normandie* have filed a petition in the Supreme Court at Shanghai against the owners of the steamer *Pekin* in connection with the collision that occurred between the two vessels in that harbour on Good Friday.

The *Mercury* of the 2nd May says:—There seems to be a financial crisis amongst the native silk filatures, and, from what we can gather, affairs with them are in rather a critical condition. This, we understand, is caused by the heavy rise in interest charged by the native banks and the fall in the price of silk. The silkmen will shortly be going up into the silk districts to buy cocoons, and they depend very much on the native banks to get their money to procure their annual supplies. It is reported to us that no less than eight native silk filatures have suspended work, not intending to buy. Some of these filatures have only just been started, whilst the erection of others has been suspended, although the plant and machinery have arrived, owing to the want of capital, the shareholders not being able to pay up their calls. The shareholders in one enterprise have offered to sell out at a very cheap rate, whilst others are trying their utmost to obtain foreign capital to carry on their business. So far as we can ascertain, no Europeans have come forward with money. Native interest has been ruling as high as from 15 to 20 per cent. within the past week, but is now down to about 12 per cent.

*L'Indo-Chine Francaise* mentions that on the 17th February last a M. D. imported from Hongkong through Mr. Marty's firm a hundred cases of kerosine. The duty payable at that time was \$99.83, which our contemporary remarks was already pretty high, seeing that the average price of kerosine at Hongkong is about \$2.10 per case. On the 13th April the same M. D. imported through the same firm another hundred cases and this time the duty came to \$129.12. This surprised the importer, who protested and made a claim on Mr. Marty, who, in his turn, claimed on the Customs. The reply received from the Commissioner, which is published in full, states that on the 1st March a change was made in the method of calculating the duty payable on kerosine, the contents of a case being taken as 33.6 k. instead of 32 k., and, further, duty was now charged on the tins themselves as well as on the contents, the duty on a hundred tins amounting \$25.71. Our contemporary remarks that these sudden increases in the duties, made from month to month without warning, constitute an abuse and a grave danger to trade, and that they should be strongly protested against.



### THE OPENING OF THE WEST RIVER AND ANTI-FOREIGN AGITATION.

That Wuchow-fu will at no very distant date become a Treaty port, and that foreign steamers will find their way up the West River, there is little doubt. The Chinese Government have assented to this in principle, and all that remains, we are told, is to settle the details, as to which ports on the inland waterways of the Two Kwang are to be opened to foreign trade. We had hoped that there would be no opposition on the part of the inhabitants to this step. Kwangsi and Kweichow, unlike Hanan, are no great strongholds of the mandarin or even the literati class. On the contrary, these are the provinces in which the most formidable rebellions against the Manchu dynasty have taken their rise, and the people have usually shown rather a *pouehant* for change. But it would seem, from the issue of the anti-foreign proclamation recently posted in Wuchow-fu, that the anti-foreign spirit which raged so fiercely a few years since in the Yangtze Valley, leading to a long catalogue of outrages and murders, is at work in Kwangsi, and that efforts are being made to stir up popular hatred of the foreigner, with a view to giving him an unpleasant reception if he should have the temerity to wish to carry on trade with the natives in that province. The appearance of a slanderous and foolish pronouncement like that posted at Wuchow is probably the commencement of an agitation to keep the country entirely hostile to the advent of all strangers, and to rouse such feeling among the populace as to give the Government an opportunity of pleading the danger of an insurrection in excuse for going back on their word. The proclamation is artfully worded, as usual, being so framed as first to pander to the national vanity, by exalting their own institutions, and then, trading on their credulity, by reiterating the old charges of foul indecency against the Roman Catholic missionaries. It is curious to note that, while making no mention of Protestant missionaries, a special rap is given at Great Britain by expressing contempt for a people who will allow themselves to be ruled by a woman. The author is probably as ignorant as those whom he affects to enlighten. Did it never occur to him that the Chinese themselves have for upwards of twenty years been more or less under female government? The Empress Dowager, lately the Empress Regent, certainly exercised as much real power as the Queen-Empress VICTORIA, though she was a much less conspicuous personality? It is true the Empress Regent was never seen by the myriad subjects of TUNG CHIH and KWANG SU, but she had much to say in the direction of affairs, and even in her retirement has been able to influence the administration. We are not among those who profess much admiration for this capable but designing woman; but if everything is so faultless in the Central Kingdom as the writer of the proclamation makes out, why cannot he admit the possibility of even a "barbarian" queen being a wise ruler?

What is of far more importance, however, than the opinion of this detractor of all things foreign is the possible effect his venomous accusations may have upon the people of Wuchow-fu and surrounding district. It is not to be supposed for a moment that these libellous assertions will be questioned by the citizens of Wuchow. They will be received as gospel truths, and in all probability will prove the seed of a riot when foreigners make their appearance. No

doubt that was the deliberate object of the writer, who apparently hopes to foment an outbreak against the Roman Catholic Missions in Kwangsi before the port of Wuchow is opened to trade. It will be the duty of the Viceroy of the Two Kwang to nip this demonstration in the bud, and it will be interesting to note what action His Excellency will take. Duty and inclination in this case do not, we fear, lie parallel. The Viceroy is not too favourably disposed to the idea of opening up the inland waterways to steamer navigation and foreign trade, and he is most strongly opposed to the Transit Pass trade. Craft—otherwise office and perquisites—is in danger by the demand made for the faithful observance of the stipulations of Article XXVIII. of the Tientsin Treaty, and in the interests of his class and of his underlings he is prepared to battle that question to the death, so far, no doubt, as secret and underhand weapons of attack can be used. Of course if the Central Government decree the enforcement of the Treaty stipulations in regard to the Transit Pass system, which Lord SALISBURY is now pressing for, the Viceroy and his subordinates will have to give way; but they still have weapons, and this proclamation, if we mistake not, has been forged for the occasion. Not improbably it is the first reply to the announcement that the Chinese Government have conceded the opening of the West River. If the originators of the document are in grim earnest we may expect very shortly to hear of mob violence, carefully directed by the gentry and encouraged by the officials, against the missionaries or possibly any foreign traders who may be pioneering up the West River. The Viceroy would at once disown any such doings, and would doubtless send troops up to the scene of the outrage, where they would do nothing except perhaps to harass and insult the native Christians. It is evident, from the action taken by the Viceroy in the case of Mr. JOHN ANDREW at Wuchow, that there is nothing to hope from the provincial officials, and everything to apprehend from their hostility to all change. They will oppose the working of the Transit Pass system by every device within their compass or knowledge; they will stir up the populace at Wuchow against the intending foreigners; they will induce the boatpeople to believe that the introduction of steamers on the rivers will ruin their trade; and they will endeavour to persuade traders that they will not be benefited by a direct trade with the "barbarian." It is as well to know and be prepared for these obstacles; they will be the more easily met. But there is, underlying all the innate ill will and hostility of the mandarins to change and their hatred of foreigners, a further and deeper reason for their opposition to any fresh facilities being given to foreign trade. They rely, not on their salaries for their incomes, but upon the squeezes they can levy on trade, and if they are debarred from collecting *lekin* on goods which pay the charge for the transit pass, they are deprived of a large slice of their revenue. A remedy might be found for this if the Central Government would agree to a division of the duties, or if they would pay the provincial officials fairly. But in a corrupt country like China, where the squeeze system is as the breath of life to the official, it is hopeless to expect either reform or compromise, and the only thing for Foreign Ministers to do is to stand firm on the letter and spirit of the Treaties, and insist with unwavering and unsleeping determination upon their strict fulfilment.

### FRENCH COLONIAL POLICY.

It is much to be regretted that the legitimate aspirations of Frenchmen to create a colonial empire should, in all directions, be defeated by a combination of causes, many of which are preventible. The fact that the ordinary Frenchman is too fond of *La belle France* to emigrate, and that the class of men who do visit—few settle—the colonies is not a class likely to develop the resources of new countries or to do much to promote the trade they are anxious to see spring up, is of course one important factor in the case. Few French merchants or agriculturists can be tempted to leave their native country; it is the necessitous, the *ne'er-do-weels*, that flock to the colonies, not with the intention of settling down to solid work, but in the hope of obtaining some concession, either to open a mine, build a railway, start plantations, or found some commercial monopoly, in neither case caring much for the ultimate success of the venture so long as they can make some present gain out of it. It is in this way that the colonies are exploited, and small wonder that the exploitation is exceedingly superficial and speedily excites disgust. A legion of ill paid officials are at the same time quartered on to the new country, and they naturally look round for means wherewith to improve their position and eke out their scanty income. Both the official and unofficial members of the community are therefore animated with the same purpose: to prey on the land, to kill the goose that lays the golden eggs. Unfortunately the bird itself often soon ceases to lay these shining eggs because the first stores of wealth are speedily exhausted and there is no encouragement to invest money in the country owing to the evil fiscal policy adopted in all French colonies.

The neighbouring French colony of Indo-China furnishes a notable object lesson in this respect. The provinces forming it might, under more liberal rule, have yielded very different results. Cochin-China was prospering when the present protective tariff was imposed, to its serious loss and setback. Tonkin, which is naturally rich in resources, agricultural and mineral, has never paid its way owing to the restrictions which have hampered its trade and restricted industrial development. Haiphong and Hanoi are both places of very limited trade, whereas they ought to be extremely busy centres. Great sums of money have been voted by the French Government, and if it had been judiciously applied much development might have taken place; but it has been frittered away in creating monopolies and snug billets for French officials. The mines are still non-productive, and it may be doubted whether, when the respective companies working them have got to the end of their resources, they will not be allowed to lapse again. There are gold, silver, antimony, iron, and coal, all to be found in considerable abundance, yet it can scarcely be said that any one company formed to develop these valuable deposits has succeeded so as to render them self-supporting. Planting is still in the most experimental stage, and appears likely never to get beyond it. Cotton and coffee could be most successfully produced, and experiments have been made showing that only capital and perseverance are needed to produce the best results. But at the first hint of either article becoming a possible export, the lynx-eyed Government would be certain to impose a duty and handicap the planter. The railway from Phulangthuong to Luangson, at present a kind of nowhere to nowhere line, so far as traffic is concerned, languishes



for want of its natural extension, and though the Home Government have just voted 80,000,000 francs for expenditure on public works, the Governor-General seems in no hurry to lay out the money, and it is more than likely that it will be frittered away without making any appreciable improvement in the condition of the colony. There seems an utter want of system in the efforts of our Gallic friends, and, thrifty as they naturally are, the expenditure yields the scantiest of returns. This is proved by results. We believe that one main reason for this failure to make Tonkin prosperous is the tariff. It has checked if not absolutely killed foreign trade, and it has not promoted French trade. Protection withers not only the thing it is directed against but it blights the institution it was intended to foster. How otherwise is it that only one steamer arrives at Haiphong from France in a month, by no means deeply laden, and returns almost empty? The tariff destroys both import and export trade. Even articles of French manufacture do not find their way into the country absolutely free, for although not subjected to import duty they have to pay stiff landing charges at Haiphong, which are again repeated at Hanoi, after the goods have paid a heavy freight up river. Moreover, French manufacturers will not readily send their goods to the market, and hence it comes to pass that many branches of import trade are altogether neglected. The native produce is also subjected to heavy taxation, not even a cargo of firewood, we believe, escaping the Customs officers.

And yet, while thus neglecting or misusing the markets they already possess, the French are continually sighing after new domains to exploit. They would fain bring Yunnan and Szechuen under the tricolour, but for what end it is difficult to conceive unless it might be to overrun those provinces with an army of officials and to close them to the commerce of other nations. It is matter for most serious regret that the French, *la grande nation*, as they are fond of styling themselves, should have such wholly impractical views of their mission in the world. In the field of science Frenchmen can hold their own with any nation; they have also produced warriors, statesmen, poets, dramatists, musicians, &c., who have done immortal honour to their country; but they do not, probably on account of some defect in character—partly due to the absence of the necessity for emigration—make good colonisers. It is a pity the French people do not recognise this and cease spending vast sums in expeditions to out-of-the-way places which will never be French save in name, and which will prove an ever-growing drain upon the resources of a wealthy but over-taxed country. France is a great sea power, but her merchant navy by no means keeps pace with her warships. It is not through any want of energy in seeking new outlets for trade. France owns Algeria, and her sphere of influence in Africa covers vast regions, in which, however, there is little commercial intercourse with the Republic. In Eastern Asia she has for the past quarter of a century laboured to build up a second India, but with only the most slender measure of success. Unfortunately other nations cannot regard French efforts at empire building with the same sympathy that they might otherwise, because wherever they succeed in effecting a lodgment there they at once introduce a protective tariff to shut out competition and secure the field for themselves. The effort is seldom successful, and sometimes trade is killed, but the French are seemingly content so long as

they can prevent others sharing the advantages they coveted for themselves. If France could enter into a treaty of reciprocity with Great Britain she would surely find her advantage commercially, while there is no doubt her colonies would before long commence a new era of unaccustomed prosperity, and even in course of time her traders might learn that there was something better to be learned than protection.

#### DR. CLARK ON THE HEALTH OF THE COLONY.

A variety of interesting topics are touched upon in the report presented to the Sanitary Board by Dr. CLARK in his capacity as Medical Officer of Health. Taking these in sequence, the first point that arrests attention is the extraordinary waste of life that goes on in consequence of the ignorance of medical science on the part of the Chinese and the barbarous practices in which they indulge, such as the cauterization of the bodies of newly born infants. So strongly has this aspect of the death rate impressed Dr. CLARK that he recommends the Board to represent to H.E. the Governor the desirability of taking active steps in the direction of the education of the Chinese in Western medicine, such as the endowment of the College of Medicine. We hope the recommendation will be acted upon, for in this matter the Government seems to be neglecting a plain duty. It is true the task of educating the Chinese community to more correct ideas upon the treatment of the sick and the preservation of health seems an almost impossible one, but it is one that has to be undertaken and a beginning can best be made by assisting the College of Medicine for Chinese in the excellent work it is performing. We boast of the benefits British rule confers upon native races, of its elevating and enlightening influence, and it is the duty of the Government of this small colony, so far as its means allow, to elevate and enlighten the Chinese under its jurisdiction and to place within their reach reasonable educational facilities, more especially in a branch of science which is to them and to us the most important, namely, that of medicine.

Passing to another subject, it will be noted that Dr. CLARK approves of the existing system of conservancy, deprecates the introduction of water closets, and does not agree with the theory that latrines are the principal means of conveying the plague infection. For a city such as Victoria, with a tropical climate and a limited water supply, Dr. CLARK says our present system appears a perfect one. In the Public Works Department, we believe we are correct in saying, a preference has been entertained for the water carriage system and it was desired that when the new drainage was completed that system should be applied, if not to the whole colony, at least to all European houses; but Dr. CLARK is of opinion that the Board must zealously guard its powers of preventing the introduction of water closets and of the water carriage system of the disposal of excreta, for there can be no question that sovers, containing such matter, may play a most important part in the dissemination both of typhoid fever and of diphtheria. The opinions of the Public Works Department in favour of the water carriage system have possibly undergone some modification since it has been so painfully demonstrated that the Tytam reservoir has not placed us above the danger of water

famines, and in any case the general or extensive substitution of the water carriage system for the bucket system would not, we think, have been endorsed by the Sanitary Board, certainly not by the Board as it existed before the resignation of the majority of the unofficial members.

With regard to the plague, Dr. ATKINSON complains that Dr. CLARK's report contains controversial matter and that mention of Dr. LOWSON's name is unwarrantably introduced. The latter point really resolves itself into one of taste. It would have been quite possible for Dr. CLARK to have controverted the views to which he is opposed without introducing the name of their expounder, but, on the other hand, to draw direct attention to Dr. LOWSON's report gives point and definiteness to the discussion, which is entirely of a scientific nature and has, or ought to have, no personal element in it. As to the general question of the introduction of controversial matter into annual reports, as a rule the practice is one to be deprecated, but every rule has its exceptions, and in the present instance Dr. CLARK is to be thanked for his interesting remarks on the plague. The means by which the disease is conveyed is an undecided point, but one of great importance, and any information or intelligent argument on the subject is to be welcomed, whether it be embodied in an annual report or given in some other form. Without expressing any opinion upon the principal point in dispute, namely, whether plague infection is disseminated chiefly by the emanations from the breath and skin or by the excreta, everyone will agree that breathing the atmosphere of premises which are filthy, ill-ventilated, overcrowded, and dark must be a fruitful source of disease, and that the attention of the Board should be directed to "the speedy improvement of the general sanitary condition of the colony," the prohibition of back-to-back houses, the opening out of narrow lanes and passages at present occluded by filthy hoardings, awnings, and other coverings, the provision of "an abundant supply of pure water, and the prevention of that overcrowding which has unhappily been permitted to continue unchecked for so many years past." Sanitary improvement is one of the main factors that must determine the future prosperity of the colony, for unless the plague can be completely rooted out and its recurrence prevented trade and property must suffer severely.

#### THE CHINESE IMPORT TARIFF AND TRANSIT PASSES.

One of the objects of LI HUNG-CHANG's visit to Europe is the obtaining of an increase of five to eight per cent. on the *ad valorem* import duties at the treaty ports. The various Chambers of Commerce and the China Association will have to give their attention to this matter and not allow any agreement to be made without due consideration and consultation with those whose interests are primarily affected. In the arrangement of the new Japanese tariff the Foreign Office and Board of Trade relied solely on their own judgment and imperfect knowledge and grave mistakes were made. It is important that the same course should not be followed in any rearrangement of the Chinese tariff that may take place, and, to guard against it, the Chambers of Commerce and the China Association would do well to place their views before Lord SALISBURY without loss of time. The Chinese will have no difficulty in making out a good *prima facie* case for an increase



in the duties now payable. Article XXVI. of the Tientsin Treaty reads:—"Whereas the tariff fixed by Article X. of the Treaty of Nanking, and which was estimated so as to impose on imports and exports a duty at about the rate of five per cent. *ad valorem*, has been found, by reason of the fall in value of various articles of merchandise, therein enumerated, to impose a duty upon these considerably in excess of the rate originally assumed, as above, to be a fair rate, it is agreed that the said tariff shall be revised," etc. The converse of that now applies and by reason of the rise in value of various articles of merchandise the duty is now considerably below the rate originally assumed to be a fair rate. But the Tientsin Treaty also provided that at each open port the amount of internal transit duties should be notified, and that goods might be cleared of transit dues in one payment. This agreement has not been carried out by the Chinese. In the South the issue of transit passes has been steadily and successfully refused, and in the North their issue is attended with unnecessary and vexatious conditions causing loss by delay. It is further claimed by the Chinese, in respect of imports, that even when goods are protected by a transit pass the protection only lasts until the point of destination is reached, that when they then be imposed to any extent before they are allowed to enter into consumption. This is entirely contrary to the spirit of the treaty, and, as we should contend, to the letter also, although that is not the official view. However, an opportunity now offers of placing the whole question of the taxation of foreign goods in China upon a more satisfactory basis. If the request of China for a rearrangement of the import tariff be acceded to it should only be upon the condition that one payment is to entirely free the goods from all further charges either during transit or after arrival at their destination. This has already been successfully done in the case of opium, and the same system might be made applicable to all other goods.

#### THE PENALTY FOR TRESPASSING IN THE FORTS.

General satisfaction will be felt that Captain HASTINGS, the Acting Police Magistrate, has seen his way to reduce the sentence he passed on Tuesday on Captain HARRASOWITZ and Dr. RUDOLPH, of the German mail steamer *Fohenzollern*. The original sentence was three months' imprisonment with hard labour and this has now been reduced to a fine of \$100 each. Notice of appeal was given at the first hearing, but there was no possibility of an appeal being successful either on a question of law or fact; the only point on which there was any room for difference of opinion was as to the penalty, and that is left absolutely in the discretion of the Magistrate, so that had the case been carried to the Supreme Court that point could not have been touched upon in the appeal. It was admitted that the defendants were upon Stonecutters Island and that being so it lay with the Magistrate to impose any penalty within the limits laid down by the Ordinance that he in the exercise of his judicial discretion might think fit. What considerations induced Captain HASTINGS to modify his original decision we do not know, but as all the circumstances of the case were consistent with the defendants' possible innocence of any improper intent in their trespass a general feeling of relief will be experienced that they have not been subjected to the indignity of

imprisonment with hard labour. The case was a very different one from that in which Russian officers were recently convicted of taking photographs of the forts. There the intention was clearly to obtain as full information concerning the forts as possible and not the most benevolent imagination could have arrived at the conclusion that the men concerned were mere "innocents abroad." It is difficult, too, to imagine that in the present case the accused did not know they were doing wrong in trespassing on military ground, especially when they had passed a notice board stating that access was forbidden. Still, there was a very large doubt in the case, all the attendant circumstances being different from what one would expect in the case of professional spies, and on the whole it seems fairer to put down the indiscretion to ignorance or folly than to evil intent. After letting the obviously guilty Russians off with a nominal fine of \$50, to have sent the possibly innocent Germans to goal for three months would have raised painful reflections as to the equal administration of justice. It is admitted on all hands that a mistake was made in the first case, and the commission of a mistake in one case is no reason for repeating it in another, but the circumstances of the two cases in question were widely dissimilar. In the case of the Germans the only evidence against them was the bare fact of being found on military land, and as the possibility of unintentional trespass must be admitted when there is no evidence to the contrary, we think justice has been sufficiently vindicated by the imposition of a fine. The only drawback to that course is that it may tend to encourage real spies to attempt to obtain sketches and photographs of the forts in the belief that if caught they will be able to set up equally plausible excuses and will probably also get off with a pecuniary penalty only. The most dangerous and most successful spies are always "men entirely above suspicion." On the whole, however, the community will be pleased to know that Captain HARRASOWITZ and Dr. RUDOLPH are now speeding their way to Japan with their ship instead of languishing in Victoria Gaol.

#### SUPREME COURT.

May 11th.

IN BANKRUPTCY.

BEFORE HON. W. M. GOODMAN (ACTING CHIEF JUSTICE)

RE NG KWAI EX PARTE THE DEBTOR:  
A FRAUDULENT BANKRUPT SENT  
TO PRISON.

His Lordship delivered the following judgment:—In this case the bankrupt Ng Kwai comes up for his discharge in pursuance of section 27 of the Bankruptcy Ordinance No. 1 of 1891. It appears he carried on business as a butcher. He filed his petition on the 17th of February last and a receiving order was made on the 5th of March. His Statement of affairs filed on the 10th of March showed liabilities estimated by himself at \$3,604. He puts his assets at \$1,589. The Official Receiver has, however, so far only recovered \$279. Whether more will be realized is problematical. The public examination of the bankrupt took place on the 2nd April last, and it appears from his own statements, which were duly read over to and signed by him in accordance with the Ordinance, that he took over the business from his father five or six years ago, and at that time the capital was about \$1,100. It appears that each year has shown a heavy loss, and at the beginning of the Chinese New Year, which began in January, 1895, the bankrupt was insolvent,

as his liabilities exceeded his assets. He states that his position was that he then owed \$1,150 more than he had. During the last Chinese year he continued losing till his position was that he owed \$2,750 more than he had. He further states that on the 5th January, 1896, he knew that he had not sufficient money to pay his debts. That being the state of things he entered into a contract about the 5th of January, 1896, to sell the hides of all the cattle to be slaughtered by his shop to the Yau Cheung firm during the ensuing Chinese year and borrowed from them an advance of \$1,200 on account. He must have known they would not receive the hides. About a month afterward he gave up his shop, transferring it to another man, and left the firm to sue him for the recovery of the advance of \$1,200 and for damages for not supplying the hides. After the plaintiffs had gone to the expense of issuing the writ he filed a petition in bankruptcy and got the action stayed. Section 27 of the Bankruptcy Ordinance, sub-section 4, coupled with section 10 of Ordinance 6 of 1892, provides that "where the bankrupt has continued to trade after knowing himself to be insolvent," or "where he has contracted any debt provable in bankruptcy without having at the time of contracting it any reasonable or probable ground of expectation (proof whereof shall lie upon him) of being able to pay it," the Court, on proof of such facts to its satisfaction, may summarily sentence the bankrupt to imprisonment with or without hard labour for any term not exceeding one year. Section 17, sub-section 5, of the Bankruptcy Ordinance, makes the notes of the public examination evidence against the bankrupt. In this case it is abundantly clear, and from the bankrupt's own evidence, that he has committed both the offences I have specified. He continued trading knowing himself to be insolvent, and when he contracted the debt of \$1,200 he had no reasonable expectation of being able to pay it or of being able to supply the hides. It is necessary to make an example of so fraudulent a bankrupt. In some other cases men richly deserving imprisonment have escaped owing to difficulties of proof. In this case the proof is clear, and I sentence Ng Kwai to be imprisoned and kept to hard labour for the term of three calendar months for each offence, such sentences to run concurrently. I may add that I think this summary power which is conferred by our local Ordinance is a most useful provision in this colony where the bankruptcy jurisdiction of the Court is too often resorted to rather with a view of protecting unscrupulous persons from legal proceedings and from arrest than of realizing and distributing substantial assets in an equitable manner among the creditors. This judgment fully endorses the report of the Official Receiver, who very properly called attention to the offences for which the bankrupt has been sentenced.

RE FRANK WAPSHARE WATTS.

Mr. Grist appeared for Frank Wapshare Watts, who applied for an adjudication order in bankruptcy.

Mr. Grist—This is the debtor's petition, my Lord, and the application is made under section 8 of the Bankruptcy Ordinance 20 of 1891. I think, my Lord, it is only necessary to show that there are certain assets and the debtor is here to speak about them. The assets are estimated at about \$5,000.

His Lordship—I was looking through the *Government Gazette* this morning and I saw that three writs of foreign attachment were out against this gentleman.

Mr. Grist—It is in consequence of the sudden pressure that his business has been stopped.

His Lordship—We must find out what his assets are in order to see whether it is a genuine case. I very often find this is a very different class of case from the Chinese cases. Generally in a case of this sort there are reasonable assets and some reason why the bankruptcy occurred. I think Mr. Watts had better be called.

Mr. Watts went into the box and, in answer to Mr. Grist, said he had for some time been carrying on business in the colony as a manufacturer's agent.

Mr. Grist—At the present moment what do you estimate is the amount of your assets?

Petitioner—Roughly, \$5,000.



His Lordship—What do you estimate is the amount of your debts?

Petitioner—\$5,000.

His Lordship—You really consider you have valuable assets and that you will be able to bring in \$5,000?

Petitioner—Well, if the assets are sold under pressure they cannot bring so much, but they are justly worth that.

His Lordship—In any case, what do you suppose will be the amount? There is always a certain pressure in a case like this.

Petitioner—It is hard to say, my Lord.

His Lordship—Over \$1,000?

Petitioner—Certainly.

Mr. Grist—Here is a policy of insurance on which £150 has been paid up, and that must realise \$1,000.

His Lordship—Policy on what?

Petitioner—On Mr. Watts's life.

His Lordship—On Mr. Watts's life. Is that payable under the circumstances?

Mr. Grist—It is not payable under the circumstances, but there is a certain surrender which is valuable. £150 has been paid, and the petitioner's furniture is valued at \$2,500.

His Lordship—Is not that under a bill of sale or anything?

Mr. Grist—In no way, except these writs of foreign attachment.

His Lordship—I think this is a proper case for an adjudication order if there are proper assets. Section 8 of the Ordinance says that "debtor's petition shall allege that he is unable to pay his debts," and it is also provided that "it shall be lawful in the discretion of the Court if it is satisfied that there are substantial assets" to make an order. It appears to me there will be substantial assets from what this gentleman says, and therefore I make the order and appoint Mr. Seth, the official trustee, to be official receiver.

## THE "ONWO"—"NEWCHWANG" COLLISION.

### THE NEWCHWANG TO BLAME.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."] SHANGHAI, 11th May.

The Court of Inquiry held to investigate the circumstances attending the collision between the *Onwo* and the *Newchwang* find that the *Onwo* was throughout properly navigated by Captain Slessar, but the life-saving apparatus was disgraceful and completely inadequate. Captain Slessar did not realise the dangerous condition of his ship after the collision.

The *Newchwang's* master was solely in error by improperly starboarding when porting was required, but the Court finds great confusion between the official rule of the road and the local recommendations.

The Court severely censures Captain Hards for grave error of judgment, but does not deal with his certificate.

Messrs. Butterfield and Swire pay costs of Court.

SHANGHAI, 7th May.

A Naval Court of Enquiry was opened to-day in H.B.M.'s Consulate, Shanghai, to enquire into the circumstances attending the disastrous collision at Woosung between the C. N. Co.'s steamer *Newchwang* and the I. C. S. N. Co.'s steamer *Onwo*, which resulted in the sinking of the latter vessel on the 30th ult. with deplorable loss of life. The Court consisted of Lieut. Price Vaughan Lewis of H.M.S. *Spartan*, President; Mr. Bencraft Joly, H.B.M.'s Register of Shipping, and Mr. Street, Master of the P. and O. S. N. Co.'s steamer *Ravenna*, Assessors. Mr. William Bell, Paymaster H.M.S. *Spartan*, acted as Clerk of the Court. The C. N. Company was represented by Captain John Whittle, Marine Superintendent, while Messrs. W. F. Inglis and Angus Sinclair (Marine Superintendent) watched the case on behalf of Messrs. Jardine, Matheson & Co. Mr. D. McNeil was present as legal adviser for the owners of the *Onwo*. On the opening of the Court the summons calling it was read, with a letter from Messrs. Butterfield and Swire requesting that the Court should be held; also another from Sir Nicholas Hannen to Captain Winsloe, of H.M.S. *Spartan*, to hold the enquiry.

The President, addressing the representatives and witnesses, said that he hoped they agreed with him that the Court should carry out the enquiry in the fullest manner possible, and he looked to them to assist in every way. Such enquiry might possibly find out the cause of this disaster and the means of preventing a recurrence of such a thing, particularly a case like the present one, which has occasioned a most appalling loss of life. The river of late had been the scene of a great number of minor instances, which might have been due to the regulations or to other causes, which was the duty of the Court to find out. The result of such enquiry might probably form a rider to the finding of the Court, and he, the President, would take care that it should be brought before the Consular authorities and the Chamber of Commerce of this port, as well as the Customs authorities, who at present did not appear to have any control of the river. He proposed to call the captain of the *Newchwang* and examine him as well as the other witnesses of Messrs. Butterfield and Swire. Messrs. Jardine, Matheson and Co. had asked that the officers of the *Glengarry* should be examined to-day, and, if Messrs. Butterfield and Swire had no objection, he would examine their witnesses first and those from the *Glengarry* afterwards.

The first witness called was Captain Hards, of the C. N. Co.'s steamer *Newchwang*, who, having been sworn, stated as follows:—On the night of the 26th we left Amoy 11 a.m.; at 1.20 a.m. of the 27th anchored in Haitan Straits. At 5 a.m. the same day we weighed and proceeded at 1.30 a.m. On the 28th we anchored off Bullock Harbour, weighed again at 4.45 a.m. Moderate N.E. winds and foggy weather. At 1.40 p.m. off Bellavista, anchored, thick fog at 7.30 a.m. On the 29th the fog clearing away we weighed and proceeded. At 4.20 a.m. passed west of Video; at 11.50 p.m. we passed the Tungsha light vessel; at 12 a.m. on the 30th we passed Kuiton; light at 2.5 a.m., half speed, at 2.10 slow, at 2.20 passed Lismore light. At 2.30 a.m. we stopped the engines passing through Woosung; while passing the shipping we saw a steamer's green masthead light crossing our bow. Off Woosung Creek a steamer's green light ahead. Passed to the starboard side. 2.35, light leaving about 1/2 point off the starboard bow. Put engines half-speed, blew two blasts of the whistle. No reply from other steamer. Repeated signal, still no reply. Passed *Kwaching* about 30 or 40 feet away. At 2.38 steamer showing red light. Stopped engines. Blew two blasts on whistle, helm hard-a-starboard, when steamer shut in green light. Seeing a collision inevitable put engines full speed astern; almost immediately collision occurred. The steamer proved to be the *Onwo*. A large hole being reported in the fore hold, I put engines full speed ahead for one minute, helm hard-a-port, and beached the ship on Pheasant Point; at the same time we called the *Onwo* to also beach ship, but received no reply. We lowered two lifeboats, the first leaving the ship five minutes after the collision, in charge of the second officer. The other boat left shortly after in charge of the chief officer. They were away about half an hour, and reported finding no trace of the other steamer. I kept the boats alongside until daylight, when we saw the *Onwo* sunk.

The President—Just mark on that chart (produced) where the collision occurred, and where you beached your vessel.

Captain Whittle asked to be allowed to produce a chart of his own on a large scale, which was done.

By the Court—We were going half speed at the time, about 45 or 50 revolutions. Full speed revolutions are 68 to 72. I estimate the speed at about a knot and a half. At the exact moment of the collision our helm was hard-a-starboard. We had been hard-a-starboard about half a minute. As soon as we saw the other steamer's red light we went hard-a-starboard. I was in charge of the helm myself. Our lights were last looked to at midnight, before the collision. I am quite sure they were burning brightly at the time.

By the Court—We struck the *Onwo* about 10 or 15 feet from her stem on her port side. At that time the two ships were almost at right angles.

The President—Describe with the models exactly how it occurred.

Witness did so.

By the Court—It was my intention to take the Feima Channel. I starboarded my helm because the other steamer's green light was on my starboard side.

The President—Where you "tied" with the dangers of navigation on each side of you which presented you porting your helm?—There was plenty of room, but I could not port my helm. The channel was clear, but it would have been dangerous for me to port my helm across his bow.

The President—Could you have ported your helm without running ashore or into other vessels than the *Onwo*?—Yes.

The President—Did you hear any other whistle than your own?—No.

The President—What officers were on the bridge with you?—The chief officer.

The President—Have you passed as a pilot of the Woosung River?—No.

The President—Did you assume you had the right of way coming up with the flood?—Yes.

The President—On what authority? The Harbour Regulations for Woosung.

The President—Have you them here? Yes. (No. 49 special—read.)

By the Court—That is in the notice to mariners issued by the I.M. Customs.

Witness—I consider it a regulation.

The President—You have always understood that there were local rules in force for the Woosung River?

Witness—Yes.

The President—Is there any penalty for breaking them?

Witness—I think not.

President—What look-out had you kept?

Witness—The boatswain, carpenter, look-out man, and all the sailors.

President—Where were they stationed?

Witness—The carpenter at the windlass, the boatswain at the anchor, and the crew standing by.

President—Did the look-out report the light?

Witness—I cannot say exactly; there were so many lights. I do not know whether he reported that one or not.

President—Describe the weather, the density of the night.

Witness—A fine clear night with a cloudy sky.

The President—Was it a good night for seeing lights?

Witness—Yes, very good.

The President—Was the moon shining?

Witness—No, it was behind the clouds. It was not shining.

The President—Have you any complaint about the officers of your ship?

Witness—No, sir. The two officers went away in the boats and the third engineer was below.

The President—From your experience in this collision can you advise anything as a safeguard against such an appalling accident happening again?

Witness—Only to keep ships back. Let one ship go one way at a time; vessels with the tide against them to wait below or above the bar till the others have passed.

The President—Then you consider Notice to Mariners No. 23 issued by the Coast Inspector should become law and subject to penalty?

Witness—Yes.

The President—Did you see the lights of the steamers astern of you?

Witness—No, the steamers would be amongst the shipping at Woosung.

The President—You stated that you were only going two knots, with 45 to 50 revolutions.

Witness—I am not quite sure about the revolutions. I said about 45 or 50.

The President—What is your full speed?

Witness—Nine and a half to ten, full speed.

The President (to Capt. Whittle)—Have you any question to ask?

Captain Whittle—I should like to ask Capt. Hards if he ever saw the red light of the *Onwo* till he saw the green light on the starboard bow.

The President—You mean was the red light ever seen before the collision?

Captain Whittle—Yes.

Captain Hards—No; it was not seen till just before the collision.

Captain Whittle—As regards the dangers of navigation at that point, it has been asked



if you could port your helm below the Woosung Creek. What lights did you see?

Captain Hards—Green and white.

Captain Whittle—You would not consider porting to a green light proper, would you?

Captain Hards—No, sir.

Captain Whittle—Where did you put your engines half speed?

Captain Hards—Between Woosung Creek and the Kwashing.

Captain Whittle—Where did the collision occur?

Captain Hards—200 or 300 yards past (above) the Kwashing.

Captain Whittle—Regarding the speed at time of collision, how long had you been going at half speed?

Captain Hards—Three minutes.

Captain Whittle—When you put the engines half speed, what lights did you see of the *Onwo*?

Captain Hards—The green light of the *Onwo* was about 1½ points on our starboard bow.

Captain Whittle—Did you anticipate any danger of collision at that time?

Captain Hards—No; not at all.

Captain Whittle—The *Onwo*'s green light being to your green light, you considered it the proper thing for you to keep your course.

Captain Hards—Yes; perfectly safe.

Captain Whittle—How long before the collision did you anticipate danger?

Captain Hards—Not before I saw his red light.

Captain Whittle—After you saw his red light, how much time elapsed before the collision?

Captain Hards—Less than a minute.

Captain Whittle—Under the conditions do you think you could have done anything to prevent a collision?

Captain Hards—Nothing.

Capt. Whittle—That is all I have to ask.

Mr. McNeil—What were those lights you saw first before the collision?

Capt. Hards—I have them here (producing a paper in which some notes were made.)

Mr. McNeil then asked when they were made, and being answered a day or two ago, and being told by the Court that Captain Hards had a right to refer to his notes which were only an extract from the ship's log and to refresh his mind.

Mr. McNeil then asked—When you first saw the light of the *Onwo*, was she crossing the bar?

Captain Hards—I believe so.

Mr. McNeil—Her green light then was on your port side; did you form any opinion as to her future course?

Captain Hards—No, I could not; I was amongst the shipping at Woosung.

Mr. McNeil—Is it possible to tell which side of the river the vessel crossing the bar was likely to keep to?

Captain Hards—No, quite impossible. I did not know what she was going to do.

Mr. McNeil—You said that off the Woosung Creek the green light was on your bow and then crossed over?

Captain Hards—No, it was ahead and then crossed over.

Mr. McNeil—Which side of the channel did you keep?

Captain Hards—The port side all the time.

The President—I understand you are asking any questions Mr. Cooper wishes to put.

Mr. McNeil—Yes.

The President—There is one question I wish to ask Captain Hards. What was your draft?

Captain Hards—10 feet 10 inches, sir.

Captain Fergusson, of the *Glengarry*, was then called and sworn and deposed as follows:—

President—State exactly what you saw on the night of crossing the Woosung Bar. Whether you saw a steamer ahead of you. Particularly as regards the steamers in the collision that afterward occurred.

Witness—When I was coming up the river there was a steamer ahead of us. Just before she got to the Woosung Creek I could see that he had starboarded his helm. I could see the two masthead lights together, but I could only see the black steamer. He (the black steamer) immediately went ashore about Pheasant Point. I stopped the ship and I could see the other steamer's masthead and red lights. I still kept the ship stopped and drifted up past them with a strong flood tide; then just after we passed

them we had the *Feima* channel marks open. Then I had to put the helm hard-a-starboard and go full speed ahead to get the ship on the bar marks again. Then I proceeded up the *Feima* Channel. I could see there was something the matter with the other steamer, but of course I could not tell what it was. My attention was taken up in looking after my own ship. I asked the pilot at the time what water the ship (the *Onwo*) was in and he told me 20 feet, not more. I could see she was pretty well on the other shore. She was heading down the river at the time in the opposite direction to my ship. I saw the steamer till we got round the bend of the river. That would be about ten minutes afterwards. I could not say exactly; I did not look at the time.

The President—Will you show the exact position of the ship on the chart. [Here Mr. McNeil produced a chart that had been made by Captain Fergusson the morning of the collision, and the exact positions of both steamers were on it.]

The President asked Captain Whittle whether he had any objections to it being produced, and on his (Captain Whittle) saying he had no objections, the examination of Captain Fergusson was proceeded with.

The President—Could you see the hull of both steamers?

Witness—Yes, sir, I could see them distinctly.

The President—Was the *Onwo* on a level keel?

Witness—No, sir; she was by the head and had a slight list to port.

The President—How far off were you passing the steamers?

Witness—About two ship's lengths.

By the President—Did you hear any confusion?

Witness—I did hear some confusion—the Chinese making a noise.

The President—You had no idea the ship was sinking?

Witness—I had no idea the ship was sinking.

President—Did the *Onwo* show any signals of distress?

Witness—No, none whatever; only her usual lights.

The President—Did you hear any whistles?

Witness—No, none; only my own, which I blew when off the *Onwo*.

The President—How far do you estimate the *Neuchow* was ahead of you.

Witness—I could not say. She came along just as I have my anchor up, and I let him get ahead. I could not judge the distance.

The President—Were you close enough to hear her whistle?

Witness—Yes; I think we should have heard her whistle.

Mr. McNeil—What was the state of the weather?

Witness—It was a fine, dark night; there was no moon or stars; it was cloudy, but it was clear enough. It had been raining, but cleared off. There was no mist. I would not have come up if it had not been a clear night.

The President—What part of the ship were you in?

Witness—I was on the bridge, which is situated amidships.

The President—Would it have been possible to render any assistance without endangering your own ship?

Witness—No; my ship is 360 feet long; she was drawing 21 feet, and was being swept up river by a strong flood tide.

Mr. McNeil—The witness said it had been raining?

Witness—It had been raining, but not at the time I passed the *Onwo*. It was raining at a quarter to two o'clock when I got underweigh, but it was not raining at the time of the collision. This ended Captain Fergusson's evidence.

Mr. Arthur Cooper was then called, and, having been sworn, the President allowed him to sit down, while he gave his evidence, which was as follows:—We left the wharf at 1.5 a.m. and proceeded down the river, crossing the *Feima* Channel. When just about abreast of the light-ship, being on the port helm, I saw the red and white lights of a vessel slightly on our port bow. I heard the captain give the order to port; and we were still on the swing then, hard-a-port, blowing one whistle; almost immediately afterwards we saw the red light of the steamer; it was shut in, and the green light

showed; that was at the time the captain blew one whistle.

By the Court—State where you were.

Witness—I was on the fore-castle deck; the man on the look-out, the boatswain, carpenter, and rest of the crew handy on the fore-castle. On blowing one blast, it was immediately answered by two—too late, for she immediately crashed into us, striking our bow about 20 to 25 feet from the stem, the ships striking at an angle, as near as I could judge, from 45 to 50 degrees from the bow of the ship. I was knocked down by a blow from a block or frame. I immediately jumped up and ran on the bridge. The captain turned round to me quite calmly and said "Cooper, time?" I took the lamp from the telegraph and looked at my watch and said 2.30. The vessel which had run into us parted, and we sank immediately down to the top of the stem, which was just showing above water. The captain cried out "See what water she has got." I jumped down into the lead box hanging over the side, and took a cast as near as I could judge 16 to 17 feet. I immediately climbed on the bridge by the rail. The captain said "She is all right, Cooper." The chief engineer came running along. He said the engines were going full speed, speaking generally, not to any one in particular. The captain said, "Stop the engines," and I tried the telegraph handle and found it broken. The captain also tried, but it was broken. I then ran along to the engine-room skylight and lifting it up called down "Stop the engines, Allan." The third engineer and a man were working at a wheel, immediately below me. I then went back to the bridge. The ship had heeled over to about 45 degrees immediately after the other vessel left. On reaching the bridge all hands got on the rail and held on to the spar which the awnings are laced to. Some of them called out "Blow the whistle;" I think it was the captain. I slid down on top of the awning and pulled a long blast till some one called to me to *toot* it, which I kept on doing till it (the lanyard) gave away. I then climbed back to the rest of them, and Scott, the pilot, sang out "Are there no guns on board?" I said "The guns are in the saloon, the cartridges in the chief officer's room," which was immersed. The captain then said, "Take a cast of the lead." I went down into the lead stage, standing to my knees in water and coast the lead, but got no ground. The captain, chief officer, Scott, the pilot, and Chinese pilot, were standing above where I was. I said "No ground," the vessel passed underneath me, and I was sucked down; whilst under water I got most of my clothes off. At the time of the ship going down I had on sea-boots, monkey jacket, and oil skins. The reel cover came floating towards me. I kept turning it over and as there was a body inside I cast it adrift. I then tried to swim for Pheasant Point; something struck me, so I turned towards the Woosung side and I tried to make the shore.

At this stage, 0.15 p.m., the Court adjourned till 2 p.m.

Mr. Arthur Cooper, the second officer of the *Onwo*, continued his evidence after tiffin. He stated that the captain was in charge of the ship at the time of the collision, that she sank within ten minutes, her fore-foot resting for some time on the ground and eventually slipping off into deep water. The crew cleared and the passengers crowded round the boats, none of which were lowered; that the *Onwo* had four boats, six life-buoys. Captain Slessar had on the bridge with him the Chinese pilot; that the ship had, he believed, two hundred passengers on board. He was cross-questioned by Captain Whittle and examined by Mr. McNeil.

Captain Arthur was then called and he stated that he was pilot of the *Glengarry*, and gave similar evidence to Captain Fergusson. He was cross-questioned at great length both by the Court and Mr. McNeil, in which a lot of very interesting information was obtained. The pilots accept the harbour regulations only as recommendations and abide entirely by the international rule of the road, save while on the Woosung Bar, where the vessel with the tide has the right of way, but this does not apply to any other part of the river. At the conclusion of his examination



Captain Arthur was thanked by the Court for the straightforward way he had answered the questions of the President, who remarked that, had he not been subpoenaed by Messrs. Jardine, Matheson & Co., the Court would have called him as an expert, as he, the President, understood Captain Arthur was one of the smartest pilots on the Lower Yangtze and Woosung River. Captain Whittle wished to question Captain Arthur as an expert, but the Court informed him that Captain Arthur was a witness for Messrs. Jardine, Matheson & Co., and that two experts on the local navigation of the Woosung River would appear to-morrow. Mr. Ballantyne, chief engineer of the *Newchwang*, was called and stated that the third engineer was on watch. That going full speed she (the *Newchwang*) makes 81 revolutions and that would drive her 9½ knots; at half-speed she would turn over about 60 revolutions and make 5½ to 6 knots. He heard no whistling.

At this stage the Court adjourned till 9.30 a.m. next day.—*Mercury*.

### THE CONVICTION OF GERMAN OFFICERS.

#### THE SENTENCES REDUCED.

At the Magistracy on the 7th May before Commander W. C. H. Hastings, the case against Albert Harrasowitz, captain of the *Hohenzollern*, and Max Rudolph, the doctor, was re-opened. It will be remembered that on Tuesday last the defendants were each sentenced to three months' imprisonment with hard labour for landing on Stonecutters' Island without written permission, and the doctor was further sentenced to one month's imprisonment for being in the vicinity of the fortifications with a photographic apparatus. Mr. Dennys, who appeared for the defendants, at once gave notice of appeal.

On the Magistrate taking his seat yesterday afternoon Mr. Dennys said—Your Worship, I received a letter this morning from the Magistrate's Clerk from which I understand that, provided further evidence is produced before your Worship as to the real date of the arrival of the defendants in the colony, you would be inclined to reconsider the question of the punishment that was inflicted the other day, and of course on the condition that I withdraw the appeal that is at present pending. Your Worship has full power to re-open the matter at any time within seven days under Section 97 of Ordinance 10 of 1890. The section says—"It shall be lawful for a Magistrate, upon such ground as he shall in his discretion deem sufficient, to review his decision or adjudication within seven clear days from the date thereof (unless in the meantime an application has been made to state and sign a case under section 99 hereof and such application is not withdrawn) and, upon such review, to re-open and re-hear the case wholly or in part, and to take fresh evidence and to reverse, vary, or confirm the previous decision or adjudication." With your Worship's permission I beg to withdraw that application and I will call before you Mr. Carl Oldorf, who is a clerk in Messrs. Siemssen and Co's office in this colony, and who will be able to tell your Worship that the first defendant came out here in the steamship *Sachsen* as chief officer and arrived here on the 9th April, that he left the next day for Japan in the *Hohenzollern*, and that he returned shortly after and kept command of the *Hohenzollern*. I shall also ask that same gentleman to give to us formally the statements in the log to which I referred on the last occasion. He will also be able to speak as to the doctor.

Carl Oldorf then said—I am an assistant to Messrs. Siemssen & Co. and arrived here on the 9th April in the steamship *Sachsen*. The first defendant was chief officer on board and the second defendant was the doctor. The former took command of the *Hohenzollern* on arriving here and I think she left the following day for Japan. The book produced is the muster roll of the *Hohenzollern* and in it there is an entry dated April 10th. The entry is—"Albert Harrasowitz. Place of residence, Bremerhaven. Marks 335, monthly payment; born 21.2.52 at Maryquetia; officer; Hamburg-Bremen Free Cities Insurance Company. On 27th April, 1896, takes command of *Hohenzollern*. Hong-

kong, 27th April, 1896." Under entry 28th April, 1896, there are the words—"Friederick Max Rudolph. Place of residence, Zittau. Born 15.12.66 at Critizaan. Doctor. Hamburg-Bremen Free Cities Insurance Company." The entry is officially signed by the German Consul.

His Worship—On further consideration and in view of the evidence just now given I have decided to reduce the penalty from three months' hard labour to a fine of \$100 each and to discharge the second defendant on the second charge.

The defendants at once paid the fine.

### THE BARROW TESTIMONIAL.

We have received from Mr. J. C. Peter, Hon. Secretary of the Barrow Testimonial, copy of a letter received from Colonel Barrow acknowledging receipt of the address and tea set presented to him by the community, with a request for publication:—

RAWUL PINDI, 3rd April, 1896.

My dear Mr. Peter,—I have to thank you for your kind letter of the 9th March, and also to acknowledge the receipt of the address and tea set, which duly arrived to-day.

I have never seen any Chinese silver work in better style than the tea set, which will always remain a delightful souvenir of my sojourn among you in Hongkong, and of the many kind friends I left there.

It is far too handsome a gift for the occasion, and I truly feel quite unworthy of it, though at the same time very proud to possess it.

I am also very gratified by the address with the signatures of so many friends, headed by that of H.E. the Governor, which in itself is a high honour and a very flattering compliment.

I beg you will take some means of conveying to Sir William Robinson and the other signatories of the address my grateful appreciation of their handsome gift, which I need scarcely say will ever remain a valued memento of my connection with Hongkong and the Hongkong Regiment.—Believe me, yours very sincerely  
(Sd.) E. G. BARROW.

### ANOTHER INCENDIARY FIRE IN THE CITY.

At one o'clock on Saturday morning the Fire Brigade were called to attend a fire which had broken out in a dwelling house at 12, Sutherland Street, West Point. There can be no doubt that this is another case of deliberate arson. Sutherland Street is a very narrow thoroughfare and fortunately the fire was checked by two European policemen before it had gone very far; otherwise it is most probable that a serious conflagration would have resulted. The Brigade soon arrived on the scene and the firemen quickly accomplished the work of extinguishing the flames, which had been almost got under by the policemen. Damage to the extent of only about \$50 was done and it was confined to the first and ground floors, the contents of which, however, were only slightly touched. It needed but a very cursory examination of the premises to establish the fact that the fire was started by incendiaries. There was practically no furniture of any value on the premises, and on the first floor, where the fire originated, were found firewood and paper completely saturated with kerosine, and in addition no fewer than six vessels containing kerosine had been placed about the floor. The tenants of the dwelling, which is supposed to have been insured, were a broker and his wife, who have bolted from the colony. Doubtless they remained in the neighbourhood of their house until they were assured of the success of their wicked plans, when they fled away to escape arrest. It is to be hoped that the police will be able ere long to capture them, as it is rarely that such a clear case of arson can be proved as in this instance.

The first steam-launch of the Ningpo steam-ferry company commenced running on the 1st May between the different towns on the river Yung. The fares both for passengers and cargo are considered cheap.—*Mercury*.

### ANTI-FOREIGN PROCLAMATION AT WUCHOW.

The following is a translation of an anonymous anti-foreign proclamation posted at Wuchow, on the West River, a short time ago:—

As is well known, Chinese and foreigners cannot live together, any more than good and evil can stand together. Since the commencement of our Ta Tsing Dynasty, for more than two hundred years, the Chinese all the world over have been taught to be filial and kind, so that they are glad to obey the laws. The Throne of the Chinese Empire has been occupied by a succession of wise men. Our Emperors have made no mistakes; they act as the Emperors of In and Sun, they carry on the laws of Man Wong, they read the books of Confucius and Mencius, and they perform the ceremony of Chau Kung. Their precepts and laws are universally observed. As the laws are excellent the Chinese are glad to obey them. People of high character and conspicuous ability are also respected by the Emperor. Punishment and rewards are meted out with impartiality. The aged are venerated and the young are tenderly cared for. The widow and orphan are treated with compassion. This statement is made merely to show how kindly the Chinese are dealt with by their Emperor. Heaven is respected, the people are justly governed, and the gods and spirits are worshipped. What can be done by the power of man has been done and the laws of heaven have been completely observed. There are no religious laws that excel ours, and barbarian countries should take our laws as their model. But foreign ghosts and wicked and cruel barbarians, who are as ferocious and horrible as wolves and snakes, often come unexpectedly to trouble our country. Their chief intention in everywhere building churches is to find suitable places to erect forts. They ought to be covered with shame, for they are quite ignorant of the laws of heaven, of correct boundaries, and of the harmony of the people, but nevertheless they esteem themselves wise. In their own country the sovereign is a woman, the ministers are men, and the husband is a servant to the wife. Such evil customs as that of placing the female in a higher position than that of the male cannot be tolerated; they are worse than those of beasts. As foreigners cannot civilize their own country how can they teach other people? They observe only the words of Christ; they teach the people not to worship the gods, not to be dutiful to their parents, and not to respect heaven and earth. They act against the will of heaven and disregard the family laws. We know that their barbarian laws can only be carried on in their barbarian countries. In the reign of our Ka Hing Emperor there existed a Pak Liu Society, the members of which used to force the women to submit to their outrageous desires, but they were all exterminated by our wise Emperor. Are not the Roman Catholics much worse than the Pak Liu Society? But, alas! the laws of the barbarians have not been swept away and the laws of our sages have not been greatly extended. In ancient times our sage Chau Kung overcame all the barbarian countries and drove the wild beasts away, so that the people enjoyed peace and harmony. When Confucius composed the book of Chau Chan traitors and undutiful sons were in great alarm. Mencius also exerted his utmost power to oppose barbarian systems and to stop the use of bad language. Roman Catholics were not spoken of in the dynasties of Chau, Chan, Hu, Tsun, Tong, Sun, Yuen, and Ming. They are all liars and their books are nonsense. What their books say is untrue and without foundation. At Peking, outside the Seon-mo Gate, a temple was established by our Emperor, which is used for the worship of the gods, who are wise and protect the people. The Roman Catholics worship no gods, so that their laws are opposed to ours, and if their laws are different we cannot co-operate with them and they should all go away. Unbearable outrages are frequently committed by the missionaries, who inveigle women into adopting their religion. They then make the poor women come to them four times every month and when they come give them money and incense pills to swallow, so that they may



be forced to submit to their outrageous wishes. Since they do these abominable things we are most desirous to eat their flesh for revenge. Their cruelty, which has been raging in Kwangtung, now turns its way to Kwangsi. The people of the two provinces should join together to seek for revenge. The foreigners who give medicine to the people do so simply to entrap them and their charity is insincere. The poor people who receive medicine from foreigners do not know that the medicine can only do good for a moment and that the sickness will soon reappear, and those who fall into their religion will probably die in a short time. People should burn the books given by them. Now foreigners often go into the interior to make inquiries about all things, their chief desire being to see what benefit they can obtain from the country. As Wuchow is a very important place lying where the borders of Kwangtung and Kwangsi join and where the three rivers meet together merchants from the eighteen provinces come here to do business, and amongst them are many men of wisdom and ability. Not only will the people of Wuchow not allow foreigners to come here, but the merchants from other provinces hold the same opinion. The foreigners have steamers, but we have mountains and valleys for our defence. As to provisions, we have a heap of rice as high as a mountain. We all stand firmly united to fight against the foreigners. Rich and poor and even a weak girl can all lend some assistance to fight the battle. How easy then for us to drive all these devils away! We are acting according to the wishes of heaven and earth, the gods and spirits, and we are fighting for the honour of our Emperor and our parents. Happiness attends us.

#### HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the afternoon of the 7th May at the offices. Hon. F. A. Cooper (Director of Public Works) presided, and there were also present—Hon. H. B. Lethbridge (Acting Captain Superintendent of Police), Dr. Atkinson (Acting Colonial Surgeon), Dr. F. W. Clark (Medical Officer of Health), Mr. N. J. Ede, and Mr. H. McCallum (Secretary).

##### MINUTES.

The minutes of the previous meeting were read and confirmed.

##### DAIRY FARM COMPANY'S PREMISES RELEASED.

The SECRETARY read the following report from Inspector Fisher:—

5th May, 1896.

Sir,—I have the honour to submit for your information that as no further case of rinderpest has occurred on the French Mission premises at Pokfulam, I am of opinion that this area should now be declared free of the disease.—I have the honour to be, &c.,

WILLIAM FISHER.

The PRESIDENT said the same report applied to the Dairy Farm Company's premises.

The SECRETARY, in reply to a question, said the limewashing of the premises was not quite completed.

The PRESIDENT—Under the circumstances I move that the orders of the 10th, 11th, and 14th March and 2nd April concerning farm lots Nos. 18, 19, 26, and 30 and the sanitarium of the French Mission at Pokfulam be hereby cancelled.

Mr. EDE—That includes all the property at Pokfulam?

The PRESIDENT—Yes.

The ACTING COLONIAL SURGEON seconded the motion, which was carried.

##### A PORTION OF KOWLOON DECLARED AN INFECTED AREA.

The PRESIDENT—I have to report that since the last meeting of the Board some progress has been made as regards the number of plague cases occurring in Kowloon. They are to a large extent from the village of Yaumati, and I move that the district bounded on the north by the stream at the north end of Yaumati, on the south by the Austin Road, on the east by the rifle ranges, and on the west by the harbour, be declared infected with bubonic plague. I think it is very necessary that we should extend the operations that have been carried on recently in the city to the village of

Yaumati, and with that object I beg to move the resolution.

The ACTING COLONIAL SURGEON seconded. Carried.

##### CHOLERA AT SINGAPORE.

The following letter was read by the Secretary:—

Colonial Secretary's Office,  
4th May, 1896.

Sir,—I am directed to forward for the information of the Sanitary Board the enclosed copy of a letter from the Colonial Secretary, Singapore, on the subject of the outbreak of cholera at that port. On receipt of this communication a telegram was at once despatched to Singapore requesting that the masters of all vessels leaving that port for Hongkong should be instructed that if any suspicious cases of diarrhoea occur during the voyage they should proceed at once to the quarantine anchorage and there await the orders of the Health Officer of the port. The Singapore Government has also been requested by letter to keep this Government regularly informed of the progress or abatement of the disease. I am to inquire whether the Board has any further measures to suggest with a view to preventing the introduction of the disease into this colony.—I have the honour to be, &c.,

J. H. STEWART LOCKHART,  
Colonial Secretary.

The Secretary, Sanitary Board.

The following is the letter referred to:—

Colonial Secretary's Office,  
Singapore, 24th April, 1896.

Sir,—I am directed to forward for your information the enclosed statement of cases of cholera which have occurred in Singapore from the 14th to the 21st instant. The Governor is advised that the disease has not yet assumed an epidemic form.—I have, &c.,

J. SWETTENHAM,  
Colonial Secretary.

The return is as follows:—

	Hospital	Deaths in Hospital	Dead	Total
April 14th ...	—	0	2	2
" 15th ...	4	1	4	8
" 16th ...	3	2	7	10
" 17th ...	3	4	5	8
" 18th ...	4	0	3	7
" 19th ...	2	2	6	8
" 20th ...	1 (treated at home)	0	4	5
" 21st ...	1	1	4	5
	18	10	35	53

Mr. EDE thought all the ships arriving from Singapore ought to be visited by the Health Officer and in case of sickness the patient should be isolated and removed to the Hygeia.

The ACTING COLONIAL SURGEON said the Health Officer had been instructed to visit the ships to see if there are any suspicious cases of diarrhoea on board and the sick would be removed to the Hygeia.

The PRESIDENT—I propose that the Board acknowledge the receipt of the letter and that the Colonial Secretary be informed that the Board understands that the ships in quarantine will be under the orders of the Medical Officer of Health and that provision has been made for the treatment of the sick by the Colonial Surgeon. Under these circumstances the Board has no further suggestion to make.

The ACTING COLONIAL SURGEON seconded the motion.

Carried.

##### THE MEDICAL OFFICER OF HEALTH'S REPORT.

The PRESIDENT laid upon the table the report of the Medical Officer of Health, which will be found in another column.

Mr. EDE—I think it is a very instructive report, but there is one particular point that I would like to speak about, and that is the great necessity there is for taking steps as soon as possible for abating overcrowding and resuming the worst parts of the towns and rebuilding and reopening it. I beg to move that this report be forwarded to the Colonial Secretary for the information of His Excellency the Governor.

The PRESIDENT—I beg to second that.

Dr. ATKINSON—Whilst agreeing with Mr. Ede in reference to the valuable nature of the report I would point out one matter that struck me. I think it is better for controversial matter to be excluded from such

a report as this. I refer more especially to the remarks about bubonic plague, and mention has also been made, on page 6, of Dr. Lawson's name. In an annual report I think it is better to avoid controversial matter if possible, and much that has been written with reference to the plague must be premature. With that exception I think it is a valuable report and it contains much useful matter.

The resolution was carried.

##### FAT BOILERS' GRIEVANCES.

A petition was received from certain fat boilers praying that they should be exempted from complying with the by-laws regulating their trade. The application was refused.

A petition was also received from tallow melters and fat boilers requesting six months' extension of time to comply with the new by-laws regulating their trade as business in hand had prevented them from carrying out certain alterations.

The PRESIDENT pointed out that the petitioners had deliberately stood still and done nothing and it was high time the Board enforced the bye-laws. It was quite practicable for the petitioners to carry out the alterations by the 1st of May, and he moved that the petitioners be informed that the time was extended only to that date.

The ACTING COLONIAL SURGEON seconded the resolution, which was carried.

##### MORTALITY STATISTICS.

For the week ended 25th April the death rate was 31.4 per 1,000 per annum as compared with 15.6 for the corresponding period of last year. For the week ended 2nd May the death rate was 27.5 as against 17.5 for the corresponding period of last year.

##### QUARTERLY REPORT OF THE SANITARY SURVEYOR.

Mr. J. R. Crook, Sanitary Surveyor, presented his first quarterly report for 1896. It stated that plans for the re-drainage of 528 houses had been received and passed by him, and plans for 1449 houses were carried forward from last year, making a total of 1,977 houses in hand during the quarter. The re-drainage of 685 houses had been completed and the plans of 21 cancelled. Certificates had been granted, under section 74, Ordinance 24 of 1887, to 116 houses as having been built in accordance with the provisions of that Ordinance.

##### CHLORIDE OF LIME AS A "PLAGUE DESTROYER": DOCTORS DISAGREE.

The President forwarded the following note to the Secretary:—Dr. Atkinson informs me that during the plague epidemic of 1894 chloride of lime was distributed free to the Chinese once a fortnight. The Chinese placed a small quantity in a chattle on each floor (about 1lb) adding water to it, the effect being that chlorine gas diffused itself all over the neighbourhood. The Chinese called the chloride of lime "plague destroyer." Dr. Atkinson recommends that a similar course be adopted as soon as possible and that the Registrar-General should issue a notification in each district informing the Chinese the day on which the chloride of lime will be issued so that they may have the chatties ready. I would suggest that arrangements be made for the house to house visitation parties to see to this distribution in their respective districts. Please circulate for the opinion of the Board.

The following minutes were attached:—

Mr. Ede—I am not able to express an opinion as to the quantity of chloride of lime necessary to destroy plague germs, but I can from personal experience say that I would be very sorry to live in such a chlorine gas atmosphere as suggested. I would prefer that thorough house to house disinfection be adopted where necessary. Is there any evidence or record of the effect of the chloride of lime distribution in 1894? As regards the expense, if the chloride of lime will abate the plague without injury of some other kind to the public health, it is fully worth all the money that can be put into it.

The Acting Captain Superintendent of Police—I take it that Dr. Atkinson has good grounds for making this recommendation, which he would not have made if it would endanger health. If this course was adopted with good effect in 1894 I think it should be tried again, certainly as far as cost is concerned. Those officers who had to deal with the plague in 1894 must know what is most beneficial.

The Health Officer—What is the object aimed at in this experiment? The amount of chlorine gas evolved from 1lb. of wet chloride of lime during a fortnight would be infinitesimal and certainly would not act as a germicide. There are about 6,350 occupied Chinese houses in the city comprising at least 12,000 floors, so that 1,500 lbs. of chloride of lime would be required each week at a cost



of \$110, and the whole of it would, in my opinion, be wasted. Small traces of chlorine in the atmosphere, while quite harmless to pathogenic germs, are sufficient to create severe inflammatory conditions of the respiratory passages, especially in persons subject to these diseases, and while the public health would thus be deteriorated, no compensating benefit would be reaped. An ordinary Chinese floor will contain at least 5,000 cubic feet and it has been scientifically proved that to disinfect this area effectually with chlorine no less than 10 lbs. of chloride of lime and 15 lbs. of hydrochloric acid are required.

The Acting Colonial Surgeon—The original papers should be attached. I refer to a report of Messrs Crow and Brown on disinfection by chlorine in August, 1894. If Sanitary Board had not a copy of this I understand it was printed in the *Daily Press*. An ounce of practice is worth a pound of theory. In the western district the free distribution of chloride of lime was commenced on the 5th and finished on the 9th of July, 1894. In the eastern district it was begun on the 10th and completed on the 13th of the same month. In both instances there was within a few days a marked falling off in the number of cases and in about a week's time plague ceased to be reported.

The PRESIDENT said he had had the *Daily Press* for the months of July, August, September, and October, but the report referred to was not to be found. He had obtained the manuscript of the report and this the Secretary read.

Mr. EDE said he had tried chloride of lime in his office in order to neutralize some of the smells that came from the Praya, but he had found that it lowered the vitality. Of course if it diminished the plague he had no objection to its distribution.

The MEDICAL OFFICER OF HEALTH said the effects of the chloride of lime had been exaggerated very much and he thought the figures had been misread. It would be seen from the returns between May and September, 1894, that the maximum number of cases occurred on the 16th June and after that the cases fell rapidly. That was the experience in every epidemic. An epidemic assumed a certain height and then fell with almost equal the rapidity as its rise. In one week there were 643 cases and in the following only 252, a drop of nearly 400 cases, and after that they fell very rapidly. The disease in 1894 continued ten weeks after the chloride of lime experiments were made, while the fall commenced before, he did not know how long, the experiments were adopted. He was not in favour of distributing chloride of lime in small quantities because it would do harm to health. Chloride of lime is a gas which is far more poisonous to human beings than to micro-organisms, and its adoption would lead to an infinite amount of suffering, while no good result would be obtained. The great point was that the fall commenced before the experiments were made and that was an argument that the fall would have continued whether chloride of lime had been distributed or not.

The ACTING COLONIAL SURGEON said the sole object he had in view was that Dr. Lawson informed him it had been proved that in 1894 chloride of lime had done good, and when he inquired into the matter Messrs. Crow and Brown gave him certain information which showed that the distribution of chloride of lime was of great use during that year. Of course he knew it was difficult to understand how these small quantities of chloride of lime could act, but personally he thought that a great deal of the benefit was derived from the fact that the Chinese threw open all the windows and let in the fresh air to get rid of the smell from the chlorine. (Laughter.) Dealing with the question of chlorine he called the attention of the Board to the following—"Klein found experimentally that the infection of swine plague, which diffuses readily through air, does not spread in that way if chlorine is present even in such small quantities as to be respirable; and that an infected place was effectually disinfected by fumigation." That was an extract from Whitelegge's Manual of Hygiene, a recent and well known work. He moved that the free distribution of chloride of lime be again adopted as it was in 1894. He did not think there would be any difficulty in reference to the Chinese taking to it, as they seemed to think it was unfavourable to plague. At any rate that was the experience in 1894.

In reply to Mr. Ede the ACTING COLONIAL SURGEON said he certainly did not think that small quantities of chloride of lime lowered the vitality.

The MEDICAL OFFICER OF HEALTH suggested the postponement of the question for a fortnight in order to get accurate statistical information as to the real effect of chloride of lime in 1894. If there was any evidence to show that it had been beneficial he would be inclined to support the motion, but the figures he had read did not support the theory of its utility.

There was no seconder to the amendment.

The MEDICAL OFFICER OF HEALTH said there were only eight cases of plague yesterday and that certainly did not show that there was a rampant epidemic, so no harm would be done by postponing the matter.

The ACTING CAPTAIN SUPERINTENDENT OF POLICE thought the disease had already assumed a very serious pitch.

The resolution was carried.

#### A CASE OF SMALLPOX.

A letter was read from the Colonial Secretary stating that a case of smallpox had occurred on board the *Wong Kai* from Bangkok. The patient was under treatment in the *Hygeia*. He arrived on the 27th April.

#### THE CLEANSING OPERATIONS.

The MEDICAL OFFICER OF HEALTH reported that during the past fortnight the whitewashing brigade had cleaned 865 houses, comprising 2,258 floors. He added that every Chinese house in the city had been visited by the gangs of soldiers and police with a view to finding sick people, and every public laundry in the city was visited every day by the gangs.

#### ADJOURNMENT.

The Board adjourned until Thursday week.

### CHLORIDE OF LIME AS A DISINFECTANT.

The following is an extract from the report of Messrs. Crow and Brown on the work of disinfecting in 1894 referred to at the Sanitary Board meeting on Thursday and which appeared in the *Daily Press* on August 31st, 1894:—

"But as some of the most deleterious emanations have no smell at all, no Chinese house, however clean, was passed over without leaving chlorinated lime, of which the efficacy in epidemics has been often noted, but, however, not often understood. On the present occasion it should not be overlooked that disinfectants may owe their power of producing immunity to (1) the destruction of the living cause of the disease, (2) by hindering the growth of this living cause, (3) by the destruction of its infectious properties, which result is effected by taking away from the bacteria their power of producing their poisonous products, (4) by the destruction in the infected organism of the poisonous material produced there."

### THE ANNUAL REPORT OF THE MEDICAL OFFICER OF HEALTH.

The report of Dr. Francis W. Clark, the Medical Officer of Health, was laid on the table at the meeting of the Sanitary Board on the 7th May. We make the following extracts from it:—

#### POPULATION.

The population of the colony at the census of 1881 was 160,402, while at the 1891 census it has risen to 221,441, representing an annual increase of 3.277 per cent.; for the purposes of this report it has been estimated to the middle of 1895 to be 244,930.

The non-Chinese community comprises only 10,839, of whom 1,759 belong to army and 1,809 to the navy, leaving a civil population of 7,260. This civil population consists of persons of all nationalities, and the European element represents but small proportion, being estimated at 2,680; of these, some 1,800 are British and the remainder consist of Germans, French, Swiss, etc. The Portuguese, who numbered at the last census 2,089, and may be estimated, to the middle of 1895, at 2,230, are not included among the Europeans.

The remainder of the civil population is composed of Indians, Japanese, negroes, and natives of Malay and Manila, the Indians being numerically the most important element.

The Chinese number 237,670 and they may be divided into two classes, the land and the

boat population, the latter numbering 33,180 and the former 204,490. The Chinese land population is distributed as follows:—

City of Victoria	167,500
Kowloon	24,270
Villages	12,720

204,490

The number of occupied houses in the city of Victoria, at the middle of the year, was 6,837; and of these about 479 were exclusively European, so that the average number of Chinese occupying each of the remaining 6,358 houses was 26.3, and as some of these houses are occupied by the better class Chinese, it can readily be seen that the poorer portions of the city are greatly overcrowded.

The acreage of that portion of the city already occupied by buildings, including shops, godowns, etc., is 574 acres.

The population of the city, both European and Asiatic, may be estimated at 176,000, consisting of Chinese 167,500 and non-Chinese 8,500 (the remainder of the civil population residing at the Peak, at Kowloon, and in the villages), which gives an average density of population of 300 persons per acre, which is six times the average density of population of London, and is another evidence of that terrible overcrowding which is largely responsible for the high death-rate and for such uncontrollable outbreaks of disease as that which swept over the colony during 1894.

The Chinese boat population has been stated to number 33,180, and it must be remembered that these people live entirely on board their small craft, and have little or no intercourse with the land population. The number of registered boats belonging to the port is as follows:—Fishing and trading junks 5,630, other boats (sampan, etc.) 3,804, total 9,434. Of this total about one-fifth would be absent from the waters of the colony at the time of the taking of the census, and as the estimate of the present boat population is based upon those returns, it may be considered that an average of from four to five persons live upon each of these boats.

The Chinese population is peculiar in the great excess of males over females, the proportion being approximately one-fourth females and three-fourths males, while moreover these latter may, in a sense, be regarded as picked lives, for the great majority of them are young adults, who reside in the colony solely with the object of earning and accumulating money, and with the full intention of returning to their homes, on the mainland, within a few years.

#### BIRTHS.

The number of births registered during the year was as follows:—

	Males	Females	Total
Chinese community	682	513	1,195
Non-Chinese community	119	113	232
			1,427

This is equal to a birth-rate of 5.8 per 1,000. The number of births among Europeans was 95; of which 79 were British, 13, German, and 3 French. The births among the Portuguese numbered 63 and among the Indians 66, while there were also 3 births of Japanese and 5 of natives of Malay; the birth-rate among the non-Chinese community was therefore 21.4 per 1,000, while that among the Portuguese community alone was 28.25 per 1,000 and among the British (exclusive of 19 births which occurred in the military quarters) was 22.4 per 1,000. This is one of the most satisfactory features in connection with our vital statistics, indicating as it does the remarkable extent to which family life prevails in this far-distant colony.

The number of Chinese births registered conveys a most erroneous impression of the actual birth-rate among the Chinese, for no less than 805 births must be added, none of which were registered by the parents. This figure has been computed by the Assistant Registrar-General from the figures relating to the deaths of unknown infants in the various Convents and the bodies of newly-born children found in the harbour, or in the streets, and includes all such children as appeared to be less than one month old. With this addition, the number of Chinese births will stand at 2,000 exactly, and the birth-rate at 8.4 per 1,000, which is an exceptionally low rate, even taking into consideration the great preponderance of men over



women in the population. There is, however, another circumstance that bears largely upon this question of the birth-rate among Chinese, namely, the fact that no less than 9 per cent. of the Chinese adult female population of the city of Victoria are prostitutes, residing in public brothels, while probably as many more are to be found in the private dwellings, especially of the poorest classes.

The addition of the above 805 unregistered births raises the total birth-rate for the colony to 9.3 per 1,000.

#### DEATHS.

With such a population as we have in this colony one would reasonably expect to find an abnormally low death-rate, but unhappily such is the condition of filth, of overcrowding, and of squalor generally in which these people have been allowed to live, that instead of this low death-rate, our rate has, during the past year, amounted to 22.04 per 1,000. The average death-rate during the past five years (excluding, for obvious reasons, 1894) has been 22.9 per 1,000, so that this year shows a very slight diminution upon the previous average.

The total number of deaths recorded was 5,400; of these only 191 were non-Chinese, representing a death-rate of 17.6 per 1,000.

One of the most deplorable features of this high death-rate among the Chinese is its partial dependence upon the crass ignorance of the Chinese in regard to the remedial treatment of disease, for not only are they unaware of the use of such a drug as quinine in malarial fever, or of the simplest surgical operation for the relief of disease and pain, but such remedies as they do adopt are often, as I will show elsewhere, in reference to the alarming prevalence of *tetanus neonatorum* among Chinese infants, of a most prejudicial and even dangerous character. So strongly has this aspect of our death-rate impressed me that I would urge the Board to represent to His Excellency the Governor the desirability of taking, at an early date, some active steps in the matter of the education of the Chinese in Western medicine, such as the endowment of a College of Medicine for the education of the Chinese inhabitants of this colony. At the present moment no restrictions whatever are placed upon the sale and administration of poisons by native quacks, and it is a notorious fact that many an ignorant coolie practises the divine art of healing in this colony to the great benefit of his own purse, but to the serious health and even the lives of his credulous victims.

I am aware that it is no easy matter to induce the Chinaman to accept the teachings and practices of Western medicine, but there can be no question that something must be done, and that promptly, to check the waste of human life which unquestionably results from the ignorant practices of these so-called "doctors." The prohibition of the sale or administration of poisons by other than registered persons, the registration of Chinese midwives, and the absolute prohibition of such Chinese methods of treatment as are admittedly dangerous to the lives of the patients (such, for instance, as the cauterization of the bodies of newly-born infants) are matters which demand the urgent attention of the Government.

Another of the consequences of this ignorance of the Chinese respecting medical matters is that although the statistics of the Registrar-General respecting the total deaths may be accurate, yet any analysis of the causes of these deaths teems with inaccuracies, because causes of death are registered merely upon the statements made by the person registering the death, and these statements are, as I have already good reasons to know, often deliberate fabrications containing not an element of truth. Apart altogether from the question of the accuracy of our vital statistics, such a system as this must of necessity tend to encourage crime, by facilitating the disposal of the dead body of any victim to foul play, and I would therefore suggest to the Government the advisability of associating a medical man with the department of the Registrar-General, preferably the officer appointed to act as Government pathologist, or failing him, the Medical Officer of Health, so that all uncertified deaths may be properly enquired into and a more accurate diagnosis arrived at than is at present possible. It will be observed that in no less than 10 per cent. of the deaths no attempt

whatever is made to arrive at even a proximate diagnosis, the deaths being merely recorded as "ill-defined and undiagnosed." Surely there is a vast opening here for the utilization of well-trained students of the College of Medicine if only the Government can see its way to endow that most deserving but struggling institution, and offer employment to its alumni.

#### AGE DISTRIBUTION OF DEATHS.

The most important feature in regard to the age distribution of the registered deaths is the enormous mortality among Chinese infants under one year of age, for in spite of the fact that the total birth-rate is only 9.3 per 1,000, yet no less than 28 per cent. of the total deaths occurred in infants, and nearly two-thirds of these were at ages under one month. The number of infant deaths registered during the year was 1,519, representing a total infant death-rate of 680 per 1,000, while the infant death-rate among the European civil community was only 116 per 1,000, and among the Portuguese community it was 197 per 1,000. I have made some enquiries into the causes of this high infant death-rate among the Chinese, and find that it is largely due to diseases of a convulsive type, many of which are doubtless produced by the foul atmosphere which these infants breathe in the ill-ventilated dwellings of the poor, but I am of opinion that not a few are the direct result of the forms of treatment to which these infants are subjected by the native midwives and quack doctors. It appears to be a Chinese medical custom to cauterize the face or body of an infant, as a remedial measure in the treatment of flatulence or other trivial ailment, and I am sure that the sores and scars thus produced are one of the most fruitful causes of these convulsive deaths. The disregard of the value of female lives by the Chinese has also to be reckoned with, for it is a significant fact that the death-rate among infant girls is double that among infant boys, and under these circumstances I consider that the Government should, without delay, introduce a Bill for the registration and licensing of all Chinese midwives practising in this colony, so that some control may be exercised over them, in this respect, and also in respect to the number of deaths from puerperal fever, further reference to which will be found in this report.

#### RACIAL DISTRIBUTION OF DEATHS.

The number of deaths which occurred among the non-Chinese community during the year was 191; of these, 30 are debited to the army and 8 to the navy, leaving 153 deaths to be accounted for among the British and foreign civil community, which is equal to a death-rate of 21.07 per 1,000; if the naval and military establishments are included, the death-rate stands at 17.6 per 1,000.

[Details are given of the cases of death in the army, the navy, and the non-Chinese community.]

The deaths among the non-Chinese community comprise persons of the most varied nationalities, for of the 191 deaths, only 92 were Europeans, and 22 of these were non-residents belonging to the mercantile marine and foreign navies, while 30 others have already been accounted for as belonging to the two British services, so that 40 only were European residents, and taking 2,680 as the estimated resident European population, this equals a death-rate of 14.9 per 1,000.

Intestinal diseases are apparently the most to be feared here, as in all tropical climates, and great care is needed to avoid unripe fruit or unwholesome food and contaminated drinking water which are probably the two most potent factors in the production of these diseases.

The risks of pregnancy are also very great, owing apparently to a marked susceptibility to septic infection, and I would strongly advise residence in a detached house at the Peak as the safest course to adopt during such a critical period as the puerperium.

Malarial fever is only responsible for two European deaths, one of them being an infant under one year of age. The dangers of chill are exemplified by the six deaths from diseases of the liver and kidneys, while a too liberal dietary may also have had something to do with the causation of these deaths. Diseases of the chest are more common than might have been expected, although rapid changes of temperature are not uncommon, and at certain seasons of the

year ordinary catarrhal affections appear to be as prevalent here as at home.

#### Deaths among the Chinese population:—

##### 1.—Chest diseases.

The Chinese suffer considerably from diseases of the chest, no less than 1,136 deaths being recorded under this heading; this represents a death-rate of 4.8 per 1,000. The disease is more fatal among the boat population than among the land population, the rate among the former alone being 5.9 per 1,000. The causes of this high mortality from chest diseases, and notably from consumption, which accounts for more than one half of these deaths, and which alone represents more than 11 per cent. of the total death-rate among Chinese, are undoubtedly the same as have been found to operate elsewhere, namely, overcrowding, back-to-back houses, and that want of efficient ventilation which is so marked a feature of the present class of Chinese dwellings, while an additional predisposing cause is to be found in the damp and dark basement dwellings, many of which abut against the hillside for the entire depth of one or more of their retaining walls. The operations of Ordinance 15 of 1894 will undoubtedly produce a marked reduction in the deaths from this cause, by reducing the number of these insanitary dwellings, but it will, I fear, be some years before the full benefits derivable from the provisions of this Ordinance are realized, for in many cases the fault lies, not so much in the construction of the dwelling, but rather in its misuse by ignorant and uncleanly tenants.

##### 2.—Deaths from Nervous diseases.

Diseases of the nervous system bulk largely in the death returns for the Chinese population, owing to the enormous infant mortality from convulsions; the deaths from these causes total 1,192, and no less than 6.25 per cent. of them occurred in infants under one month old, while the number of deaths from convulsions, tetanus, and trismus was 1,107 or 92.8 per cent. of the total death-rate from diseases of the nervous system.

Twenty-four deaths, mostly adults, were due to meningitis, probably the result of insolation in most cases, while various forms of paralysis account for other 56 deaths; three deaths were due to epilepsy and two to mania.

##### 3.—Deaths from Malarial diseases.

The Chinese suffer severely from malaria, no less than 157 deaths being recorded from this cause alone; this represents a death rate of 3.2 per 1,000. It is noteworthy to observe that the death-rate from this disease among the boat population is almost double as great as among the land population. The ignorance of the Chinese respecting the value of such drugs as quinine in the treatment of malarial diseases no doubt largely accounts for this high death-rate, for the rate among resident Europeans, who should be at a great disadvantage in comparison with the native population, is only 0.75 per 1,000.

Beriberi, which is classed with the malarial diseases, claims 0.6 per 1,000 of the Chinese population, but the disease is apparently not recognized in the villages, as only one death is recorded as having occurred outside the city, while 139 occurred within it; four deaths from this disease are debited to the non-Chinese community, none of which were, however, Europeans, three being Japanese sailors and the fourth a lascar.

##### 4.—Deaths from Dysentery.

There were ninety-nine deaths from this disease among Chinese during the year, seven among Europeans (already referred to), and three among the foreign community, one being an Indian soldier, one an Indian police constable, and one a Japanese.

The high mortality among the Chinese is doubtless due more to that ignorance of effective remedial measures, of which I have already spoken, than to any extensive endemicity of the disease.

#### INFECTIOUS DISEASES.

At the latter end of the year the Sanitary Board largely extended the scope of its by-laws relating to the notification of infectious diseases and brought them more into line with the provisions of the Imperial Infectious Diseases Notification Act of 1889. Prior to November the special by-laws upon the subject related only to smallpox and bubonic plague, and the onus of notifying the disease fell upon the



medical attendant, without fee, while in the absence of a medical practitioner "of any nationality," which included therefore the Chinese so-called "doctors," this duty was imposed upon the nearest male adult relative or the occupier or keeper of the premises. The present by-laws apply to smallpox, bubonic plague, cholera, diphtheria, scarlet fever, typhus fever, enteric fever, relapsing fever, and puerperal fever, and a fee of one dollar is payable to legally qualified and registered medical practitioners for every such certificate, while in the absence of a medical attendant the occupier or keeper of the premises, or in default the nearest male adult relative, or the attendant upon the sick person, is required to notify the existence of the following diseases, namely, smallpox, cholera, and bubonic plague. A penalty of \$50 is recoverable for any contravention of these by-laws, but in practice it is found, as at home, that where a medical practitioner is not in attendance the case is rarely notified, and as it is almost impossible to prove, in a court of law, that any of the abovenamed persons actually knew that the disease was either smallpox, cholera, or bubonic plague, a prosecution is seldom undertaken.

It will be noticed that, actuated by experience of the working of the Imperial Act, I recommended the omission of erysipelas from the notifiable diseases.

#### DEATHS FROM THE INFECTIOUS DISEASES.

##### 1.—Bubonic Fever.

The statement made by Dr. Lowson, in his able report upon the epidemic of bubonic fever (so-called plague) in 1894, that the public latrines were one of the most potent factors in the spread of the disease, is of serious moment to the health of the colony, for if this assertion can be substantiated by facts the Sanitary Board must, without delay, devise some other means of conservancy than that in vogue at present. None of the Chinese houses in the colony are provided with any latrine or closet accommodation, and it is the custom for the men to visit a public latrine for this purpose, while the women almost invariably use pots which are kept in the back yards or kitchens of their houses; both the pots and the latrines are emptied daily by night-soil coolies, and the night-soil is removed from the colony at once by boat. For a city such as Victoria, with a tropical climate, and a limited water supply, this appears to me a perfect system, but if the use of public latrines by the men can be proved to be the main cause of spreading such a disease as bubonic fever throughout the colony, then the sooner they are abolished the better. I contend, however, that there is no evidence to justify such an assertion, and in support of this contention I would point, in the first place, to the relative incidence of the disease during 1894 upon the two sexes. The Registrar-General's report for that year shows that, out of 2,508 deaths, 1,565 were men and 943 were women; that is to say, the proportion of cases in the two sexes was as 1.7 to 1, and as I have already pointed out that the population of the colony is composed of thrice as many men as women, it would appear that the women suffered from this disease to about double the extent that the men did, and as it is the men alone who use the public latrines I fail to see how these can be held in any way responsible for the spread of the disease. It is true that the disease was more prevalent in the neighbourhood of these public latrines than elsewhere, but it is also true that the latrines are, for reasons of convenience, invariably located in the most densely populated quarters of the city, and as the predisposing causes of bubonic fever are undoubtedly, as in typhus, overcrowding, want of ventilation, filth, debility, and privation, we have here far more potent factors in the causation of an epidemic than the mere location of the public latrines. I do not wish to assert that bubonic fever cannot be communicated by the excreta, although our information as to the existence of the specific bacilli in the intestinal canal is not as positive as one could wish, but I am most strongly of opinion that the infection is disseminated chiefly by the emanations from the breath and skin, and only to a minor extent by the excreta.

Much has been written about the preponderance of femoral buboes, and Dr. Lowson, in his report, explains this by asserting that in the

Chinese, who usually go barefooted infection by inoculation was the usual condition, but he fails to explain why the men of the Shropshire regiment also had femoral and inguinal buboes. To my mind the explanation of their occurrence, in either case, is a very simple one; the disease is essentially one of the lymphatic system, and post-mortem examinations have abundantly shown that all the lymphatic glands of the body are more or less implicated, and all exhibit a greater or less tendency to enlargement; therefore any special source of irritation will be sure to produce marked enlargement of certain glands, and such irritation would naturally occur in men, whether barefooted or booted, by much walking, especially if carrying heavy weights at the same time, and by climbing up and down narrow flights of stairs, as was done by the soldiers; women on the other hand exhibit mostly enlargements of the axillary glands consequent upon their ordinary household avocations, while the femoral and inguinal glands are not usually very enlarged, for the ordinary Chinese woman, even of the coolie class, does very little walking. It is an admitted fact that patients suffering from bubonic fever are able to walk about, and even in some cases to follow their usual employment, for the first day or two of their illness, and then succumb rapidly from heart failure, so that there is ample time for the development of the irritative enlargement of any special chain of glands.

Yet another argument against this theory of infection by inoculation is that wound reaction is not present, in ordinary cases of the disease, but that when we get a genuine case of accidental inoculation, as from a post-mortem wound, it is most marked, both at the seat of the wound and along the track of the lymphatic vessels. This is well shown in the case of Professor Aoyama, as described on page 38 of Dr. Lowson's report, for he had two inoculation wounds, one on the left third finger and the other on the right thumb; both of these wounds became so inflamed and intensely painful that they had to be freely incised, while severe lymphangitis occurred in both arms, and buboes formed in each axilla; it is worthy of note that the first bubo formed in the left axilla, while the lymphangitis appeared first in the right arm. Case X., Chinese, also illustrates this point, and in my opinion serves to accentuate the rarity of infection by inoculation under ordinary circumstances.

As I have said, the infective material will breed in premises which are filthy, ill-ventilated, overcrowded, and dark, and the disease is contracted by prolonged breathing of such atmosphere as is found under these conditions, and the attention of the Board should therefore be directed not to the substitution of other methods of conservancy for that at present in vogue, but to the speedy improvement of the general sanitary condition of the colony, the prohibition of back-to-back houses, the opening out of narrow lanes and passages, at present occluded by filthy hoardings, awnings, and other coverings, the provision of an abundant supply of pure water, and the prevention of that overcrowding which has unhappily been permitted to continue unchecked for so many years past.

It is a significant fact that only about 26 per cent. of the cases occur on the ground floors of houses, although nearly half the tenement houses of the colony are still but two-storey buildings, and the proportion of occupied ground floor rooms to upper floor rooms is as 65 to 100. This is, I think, another argument in favour of the theory that overcrowding and want of ventilation are the more potent factors in the spread of the disease, for the ground floor rooms of most Chinese houses are open throughout their entire frontage during the daytime, being closed at night by wide doors, while the upper floor rooms have no such efficient means of ventilation.

The course to be pursued appears undoubtedly to take steps at an early date, in the direction indicated by the provisions of the Crown Lands Resumption Ordinance, No. 23 of 1889, which is much on the lines of the Imperial Housing of the Working Classes Act of 1890, and to resume certain insanitary areas, demolish the premises upon them, and then having laid out the land either re-sell the building lots, or build model dwellings thereon; there are a number of insanitary areas in the city which

urgently need resumption, and when the clearing and laying out of Taipingshan has been completed others could be taken in hand without producing further congestion of the remaining portions of the city.

The number of cases of bubonic fever reported during the year was 45, of whom 14 were women and 31 were men; 14 of these were taken to hospital after death. Thirty-six deaths were registered during the year; the first case occurred on April 29th, and the disease continued to recur sporadically during the remainder of the year. No less than twelve of the cases originated in No. 7 Health District, where the houses are in a very dirty and insanitary condition, and many of the inhabitants of which are said to have come from the resumed area of Taipingshan. Four cases were clearly imported from the mainland, while eight came from two houses in a small lane in No. 6 Health District (Heung Lane), but the origin of these cases was unexplained.

The distribution of the cases was as follows:—April 3, May 2, June 13, July 2, August 4, September 3, November 6, December 12.

The steps adopted upon the report of each case have been to at once remove the patient to the Kennedytown Hospital, to place a police guard upon the premises persons leaving, to disinfect all clothing, bedding, and other fomites found upon the premises (including the clothing actually worn by these persons, suits of Government clothing being lent to them, in the meantime), and then to give these persons the option of leaving the colony for a period of not less than ten days, or of remaining isolated upon a quarantine boat, for a like period, at the Government expense. The great majority elected to leave the colony, and they were accordingly escorted to the boats by a police officer, and their return fares to Canton paid by the Captain Superintendent of Police. In all cases the premises recently occupied by the patient have been stripped, disinfected, scrubbed, and linewashed.

##### 2.—Cholera.

Four deaths from cholera are recorded for the year 1895, two being in Europeans belonging to the army (æt. 22 and 30 respectively), one an Asiatic at Kowloon (æt. 21), and one a Portuguese (æt. 19); it will be noted that the victims were all young adults. In no case did the disease spread, and I think we may take it that the cause of death was not, in any of these cases, genuine Asiatic cholera, but rather some form of non-infectious cholera nostras, such as is met with in Egypt and elsewhere, or an acute choleraic diarrhoea induced by indiscretions of diet or exposure to chill.

##### 3.—Smallpox.

In a colony having such close proximity to the mainland of China, we must expect to have smallpox constantly introduced, and yet the chances of its spreading are small, for most of the Chinese inhabitants are already protected by a previous attack, while the Vaccine Institute under the superintendence of the Colonial Surgeon supplies an abundance of pure lymph, which undoubtedly accounts for the remarkable immunity of the police and other officials from this disease.

Thirty-two cases of the disease were reported during the year, and eight deaths were registered. Five of the cases occurred amongst Europeans, two being taken from steamers in the harbour and one from the Sailors' Home, while one was a woman removed from the McGregor Barracks. There was a small outbreak of the disease among the children at the Berlin Foundling Mission during the month of May, when five cases were recorded, and another small outbreak at the village of Hunghom at the latter end of the year, which accounts for other six cases, while one case is debited to each of the villages of Yanmati, Tsat Tsz Mui, and Quarry Bay. Twenty of the cases were men, and twelve women, and they were treated in the following institutions:—Government Civil Hospital 18, Kennedytown Hospital 3, Tungwa Hospital 6, at home 5.

##### 4.—Enteric Fever.

Fifteen deaths were registered during the year as having occurred from this cause, four of them being among the non-Chinese civil population and one a British soldier; the former comprised one British sailor, one German sailor, one Japanese sailor (all imported cases), and one Japanese prostitute. Of the ten deaths



which occurred among the Chinese community, no less than five were clearly proved to have returned from the mainland in an infected condition, and of the remaining five, one was brought from Tsat Tsz Mui and one from Hunghom (an employé at the Docks), while two occurred in No. 7 Health District of the city, and no information was obtainable concerning the remaining one.

Provided that the water supply and the milk supplies of the colony are zealously guarded from pollution, we need have no fear of any extensive outbreak of this disease, since the system of conservancy in vogue, provided it be efficiently carried out, lends no aid to the local dissemination of such a virus as that of enteric fever, but if we would maintain this exemption the Board must zealously guard its powers of preventing the introduction of water-closets and of the water-carriage system of the disposal of excreta, for there can be no question that sewers, containing such matters, may play a most important part in the dissemination both of typhoid fever and of diphtheria.

#### 5.—Puerperal Fever.

Twelve deaths were registered from puerperal fever among the Chinese, and no less than ten of them occurred at Kowloon, eight being among a boat population of about 6,000. In speaking of the enormous infant mortality among the Chinese, I have advocated the registration of all Chinese midwives, and this is another strong argument in favour of the necessity for some control being exercised over these women, who are at present able to carry about in their persons and their clothing so fatal a malady as puerperal fever, and thus produce a death-rate equal to 1.3 per 1,000 in a flourishing suburb of the city.

#### COMMON LODGING-HOUSES.

A series of admirable by-laws, relating to the regulating of common lodging-houses, were drafted by the Board in 1891 and approved by the Legislative Council, but owing to the various circumstances these by-laws did not come into force until January 1st, 1895. They are now in working order, and have already done much to lessen the overcrowding of the coolie-houses, and to ensure their cleanliness and ventilation. In fact, at the present moment, some of the healthiest Chinese dwellings in the city are the more recently licensed common lodging-houses.

### IMPERIALISM AND THE BRITISH EMPIRE.

LECTURE BY MR. GRANVILLE SHARP.

On the afternoon of the 8th May, at the Odd Volumes Society's rooms, Mr. Granville Sharp delivered a lecture on "Imperialism and the British Empire." Commodore Boyes presided and there was a large attendance, which included His Excellency the Governor.

Mr. Sharp said—Many circumstances have tended of late years to draw the British people more closely together. It is difficult to assign to each of these the exact amount of force which it has exercised in producing the great change which has taken place. Undoubtedly the enormous stimulus which has been given to interoceanic communication is a most powerful factor. Where one travelled a few years ago, ten travel now. The round voyage is no longer the experience of individuals alone. Whole families visit the Far East in company; and it is a common occurrence to find in the passenger list four or five, (I do not mean young children) of the same name. Distinguished visitors arrive and depart by every boat. How much we owe in this connection to the Peninsular & Oriental Company, whose fecundity grows greater as her years increase, and which gives now promise of larger and more powerful additions to her numerous family! As to the Canadian Pacific Railway line, and her three peerless *Empresses*, it may be truly said that every friend who accompanies a departing passenger on board straightway resolves to follow by the same means at the earliest opportunity. And may we not hope that it will be found possible to give us the great joy of welcoming to our little Island home our own Prince and Princess, the Duke and Duchess of York, in the course of their contemplated visit to the colonies. On the occasion of the young midshipman's previous visit we were prevented by the rules of the service

from offering the welcome dictated by our feelings of loyalty. This restraint is now removed, and if he comes we will do our best to prove our love, honour, and reverence for his ancestry, and our attachment to the grandchildren of our gracious Queen. It is essential that there be between the various colonies of the British Empire a wide knowledge of their several conditions, a deep sympathy with their aspirations, and a strong union between themselves, and also with the mother country, for mutual assistance and support. Instead of this being regarded as only desirable when it can be shown to be convenient, its importance must be felt to be pre-eminent; and for its accomplishment all members of the numerous and scattered family must be prepared to make the sacrifices which are the foundation of real and lasting union. The true bond of British union to which by our education we are called, in the faith so generally prevalent in the existence and the power of God, in the truth of His holy word, and in the glorious gospel of our Lord and Saviour Jesus Christ. Signs are not wanting of the growth of this sentiment, which may be believed to be as genuine as it is new. The relaxation of the stringency of the protective tariffs in the Australian colonies may be regarded as partly owing to commercial enlightenment as to the benefits of free trade, and partly to a clearer perception of the anomaly of prohibitive duties between not only friendly states, but members of the same family. "Love never faileth," and if they will send a regiment of Australian soldiers to fight side by side with their brethren from England, they will no longer grudge that we can build a locomotive cheaper at Newcastle-on-Tyne than they can at the Phoenix Iron Works, Ballarat; or that they cannot at present make a boot as good as the best that can be bought in Bond Street, or bind a book quite as well as Rivière or Zaehnsdorf in London. They can surpass us at lacrosse, and beat us hollow in growing meat and wool. What does not bread at present prices and good beef at 3d per lb. mean to the British workman? Truly we owe much to free trade, and to our Australian brethren. Let us be confederates by all manner of means. There can be no doubt that confederation is in the air. Mr. Chamberlain said the other day it was essential that we should seek it along the line of east resistance, viz. of commerce. This is doubtless our most pressing necessity, and for the continuance and prosperity of our ocean trade the protection of our mercantile marine is absolutely essential. The distance and world-wide extent of our colonial possessions, constituting, as it does, an element of weakness and of danger, necessitates bonds of the closest union; and that these be strengthened by commercial interchange, rapid and frequent communication, and constant cultivation of sympathetic and friendly feeling. Our scattered and far distant colonies instead of being a source of weakness will then increase our strength. It is probable that Australasia will yet show a development equal to that of the United States. Its wool trade, notwithstanding its present volume must be considered as only in its infancy. Wool is in Europe but little used, its value at present being understood only by a very few even in England. Asia with her hundreds of millions hardly knows of its existence; but these will discover its value, and, as their condition is improved by the introduction of machinery, they will learn to appreciate and wear it, and find, as Jack says, "if its ever so wet and cold, it is always dry and warm." Cotton is good enough clothing for those who mostly go without; but, if the Creator had intended it for this purpose, I think He would have made it grow upon the sheep's backs, and the wool upon the trees.

Lord Chesterfield's definition of a gentleman was "fine linen and plenty of it," and I well remember my eldest brother starting upon his first voyage in the Old East India Company with twelve dozen shirts in his sea chest. But I would give the whole gross for a piece of Siemssen's fine gauze German flannel, and so get better value than my brother did when he bartered six dozen shirts for a blue monkey! and then wrote home to his mother saying he thought it very cheap! When the real value of wool, as clothing, is generally known, and

a linen or calico "boiled" shirt so called by our American friends is correctly regarded as an instrument of torture in the tropics, the Australians may have enough to do to meet the demand for their chief staple, and the woollen mill shares, which were all at a heavy discount when I was there, may rise to a corresponding premium. If wages are too high in the Australian colonies for manufacturing with success, why not import the wool, and work it in Hongkong? We have often repeated the remark that it is an education for Englishmen to visit the United States and Canada. The same may be said of our Australian colonies, and there can be little doubt that the revulsion which they have recently experienced from their former unparalleled success will do more for them than an uninterrupted course of prosperity. It is difficulty, not facility, which develops character. The first gold finds in Australasia lay too near the surface. Those only know how to keep wealth who have toiled and waited. God could have easily made leaves to grow upon the trees, but he meant us to work and, working, to learn the nobility of labour. We may be well assured that Australia will shortly be again a place of plenty for all capable and willing hands. The Colonies are much in advance of us in many ways. One cannot but be surprised to overhear two Sydney labourers with picks and spades upon their shoulders discussing the relative standing of banks, referring to items in their printed reports for confirmation, and eventually agreeing that the "Union" is the best; and one naturally looks round at catching the words "form a ministry" in passing two mechanics in earnest conversation in the street. A clue, however, is found as one enters the public libraries at a little after five in the evening, and notices the rows of one or two hundred workmen and boys, just come from the lathe, the bench, and the mill, all silently engaged in study, mostly consulting works of reference, or, with pencil and memorandum book in hand, copying diagrams of machinery! The same disposition is displayed in Brisbane, Melbourne, Adelaide and the smaller towns. It is a change from Hongkong, where we generally measure our largest lots by the superficial foot, to visit a people whose paddocks are ten miles square, and who change horses to ride over their estates, instead of walking around them. This magnificent offshoot from the parent stock may, with her stalwart sons, yet render signal service to the mother country, and, should trouble come, help us to "speak with the enemy in the gate."

Recent events have abundantly justified the large additions for some time past in progress to our fleet. Did not every Briton's heart swell and his chest heave as, in March last, he glanced over the *Graphic's* chart of "Our first line of defence"? Returning from this magnificent naval review to our own Hongkong harbour, what can be more beautiful than the organization and arrangements on board H.M. ship *Centurion*, which left on Tuesday last. On meeting the members of that company in twos and threes about the colony, one could not but be struck with their appearance and demeanour, testifying to the high character of the ship in which they serve. The same may be said of our splendid Hongkong Regiment, and of our Rifle Brigade. But some one may remark, it is not men now but machinery, and the issue of a battle depends upon science, artillery, rifles, and arms of precision. But whilst personal courage and prowess may not have the same scope as formerly, they have perhaps greater influence; and the importance of morale and character remains unchanged. Fidelity and devotion are essential for making the best use of scientific improvements, and for the control of such enormously costly pieces of mechanism as Her Majesty's ships of war, and the deep responsibility for lives and money which are involved in the direction of military movements.

I believe we have as good men now as those who led and fought at Trafalgar and at Waterloo, and that when the note is sounded we shall find them well prepared. Every man and woman connected with the British Army and Navy knows that no man will be unnecessarily called upon to risk his life; and that if he be so called upon, it will



be only in the cause of right, justice, and liberty. It was the Duke of Devonshire who first said that he held his estates in trust. Mr. Chamberlain has stated that the British nation holds her possessions in trust for the world at large. The law recognises a duty on the part of trustees not only to guard and preserve trust funds and property, but also to secure their profitable employment and increase. In His Excellency Sir Claude MacDonald's address to the citizens of Hongkong, to which he subsequently referred at a similar function in Shanghai, he spoke of the magnificent Empire which had been won for us by our forefathers, and handed down to us with the responsibility to maintain, and justly to extend it. Where there is life in individuals, families, cities, countries, there must be continuous growth, and the British Empire can be no exception to this rule. When her superior civilization is brought into contact with that which is inferior, as in India, China, Burmah, and Africa, extension follows, without any ambitious motive on her part, but from the unavoidable circumstances of her surroundings. It is the natural manifestation of the life and vigour with which we, her sons, have been graciously endowed. If continuous and growing emigration is necessitated by our population increasing twice as fast as that of Germany, and ten times as fast as that of France, may we not fairly take the lead in colonizing enterprise? The peculiar and exceptional position in which we have been placed has from time to time compelled the extension of our territories in India, and some very interesting information with regard to that Empire will be afforded by the publication in extenso, now in progress, of the early records of the East India Company.

The same condition of things which has from time to time led to the extension of our territories in India, and which indeed has forced upon us these extensions, has now, after over half a century of occupation, arisen in Hongkong. The equitable title to possession is in use. In this sense we may quote the highest authority, "Unto him that hath shall be given." Does not this barren rocky island bear testimony to the diligent use which the British have made of it? And now we feel that for the preservation and efficient government of this colony it is absolutely necessary that the adjoining territory, forsaken, neglected, derelict, as it is, together with the almost uninhabited islands round about, be added to the British possession here. China owes this to us, and we owe it to ourselves and our self preservation to secure it. Former acquisitions of territory on account of their apparent worthlessness were thought to be proof only of aimless and harmless idiosyncrasy, now they are regarded as indications of far seeing and dangerous astuteness in our national character. This change of feeling has resulted simply from accession of value consequent upon increased means of communication. Steam and electricity have practically annihilated distance. Nearness in time and space constitutes value. Our colonies were scattered, out of ken and far away. It took the best part of half a year to reach them. The Suez Canal has changed and the piercing of the Strait between the two Americas will further change all this. The acceleration of ocean steamers and the electric wire have also given a new significance to the words "foreign possessions." We had them before; we possess them now. The editor of one of the European papers has lately discovered that "England is encircling the world with her territory." He may yet learn that she intends, by God's help, to keep it. It was the mercantile marine (for in this must be included the ships of the old East India Company) which was instrumental in the first appropriation and earlier development of our possessions abroad. It is the British Navy which has completed the chain of our national strength, and which holds in fee simple this inheritance for the people of the British Empire, and as the Pleader's Guide has it—

"He that is seized of his lands in fee,  
Need neither to quake nor to quaver.  
'Tis the highest estate, for look'e d'y see,  
'Tis his and his heirs' for ever.

The lecturer then read long extracts from an address delivered by Dr. Welldon, Head Master

of Harrow, before the Royal Colonial Institute.

At the invitation of the Chairman Mr. Francis addressed the meeting and said everyone must have been pleased with the accurate description Mr. Sharp had given of the qualities that had distinguished Englishmen at all ages and at all periods of their history and which had attributed to the success they had achieved in every part of the world. In reference to these qualities he would like to suggest for the consideration of the meeting that perhaps too much importance had been attached to our love of sport; that was not the cause of our success, but was one of the qualities, one of the sequences, of our character and of our disposition. A little too much was attributed to the cultivation of sport and it was looked upon as something essential to our success; but it was the result and not the primary cause of success. There was one thing he had missed in the lecture and that was a definition of what Mr. Sharp understood by Imperialism. It seemed to him (the speaker) that the Imperialism of old Rome was of a very different nature from the Imperialism, if such a thing exist, of Great Britain. The Empire of Rome depended entirely upon its military success and upon the governing power, the organising power, and the law-making power which the Roman citizens evidently possessed; while our Empire, it seemed to him, rested primarily upon our trade and upon our commerce as well as upon our powers of organisation and our ability to govern inferior races. He thought Imperialism meant the rule of one supreme sovereign over a number of dependent sovereigns and dependent states. It was something in the nature of a confederation, and to that the British Empire was at the present moment tending, but it had not arrived at that point yet, except in India.

Mr. Sharp, in reply, said he supposed the general idea of Imperialism was connected with royalty and sovereignty in contradistinction to republicanism and referred to our present system of government under a monarch. He thought the idea of Mr. Francis was quite correct and the character of the government to which he had alluded was possibly in course of accomplishment. The idea of Imperialism was at present the love of our present system of government under our Queen and under her successors by right.

The Commodore then announced that Mr. Sharp would continue his lecture on Friday next, at 5.15 p.m.

Mr. Sharp interposed and explained that he had delivered the whole of his lecture. He at first intended, as the paper was a very long one, to give half of it that day and half next Friday, but his hearers were so patient under the infliction of the first half that he thought he would give the whole of it at one sitting. (Laughter.)

The Commodore, amidst much laughter caused by this incident, said he was sorry to hear that Mr. Sharp had delivered the whole of his lecture. It had given them all much pleasure. (Applause.)

A vote of thanks to Mr. Sharp concluded the meeting.

#### THE WAR OF 1896/97 AND EVENTS IN THE FAR EAST IN CONNECTION THEREWITH.

(CONTRIBUTED.)

Oct. 13th.—Last of the rains.

Oct. 15th.—Heavy explosion at Tytam and Pokfulam, destroying the dams of both reservoirs; all water escaped, leaving reservoirs empty. Two Chinese were observed just before dark carrying four large samshu jars in these neighbourhoods; jars since reported to have contained dynamite.

Oct. 16th.—Powerful French fleet arrived outside Hongkong from the south; a powerful Russian fleet appeared a few hours later from the north. Telegraphic communication by land and sea north and south found to be interrupted. Portion of British fleet in harbour.

Oct. 17th.—Remaining water supply of colony and water of several ships of the fleet found to be poisoned; much sickness and some mortality from this cause both amongst troops and crews of war-vessels.

Oct. 18th.—Boilers and engines of torpedo boats found to be rendered useless by being corroded with acids; also Peak Tramway engines and boilers damaged by same means and tramway unworkable. Several heavy guns in forts found to be also rendered useless by acids; several Chinese employes who had suddenly disappeared suspected of having done it. Acid introduced in bottles and jars as samshu for the use of Chinese staff. Enemy's torpedo boats hovering about entrance of harbour during the night, but not yet venturing in. Boilers of British ironclad and two other war-vessels destroyed by acid during night.

Oct. 19th.—Despatch boat arrived before daylight, having given enemy the slip, bringing news that two Belgian vessels had sunk in Suez Canal and blocked the passage, also that there was a combined rising of Boers and Matabele at Cape against the British; further that the Abyssinians and Mahdists had annihilated an Egyptian army in Soudan and were making for Upper Egypt and the Red Sea coast.

Heavy N.E. gale blowing. At 10 p.m. several incendiary fires broke out along the Praya and no water being available the fire swept up hill and before morning half the town was burnt down; towards morning enemy's torpedo boats rushed into harbour, destroying six of the larger British war vessels.

October 20th.—The enemy's ships in harbour, Hongkong having fallen an easy prey to the 30,000 French and Russian troops landed from their transports, the transports having arrived two days after the main body of fighting ships. Telegraphic communication had all the time been in hands of the enemy. Large number of valuable merchant ships and merchandise also fell a prize to the enemy, together with stores of coal, dockyards, etc. Ten thousand men left to garrison Hongkong, while 20,000 proceeded with fleets to capture Singapore.

#### THE PUNJOM MINING CO., LIMITED.

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following cable from the mine, being the result of the April clean-up:—"The mill ran 27 days, crushing 1,050 tons for a yield of 500 ozs. of smelted gold. Forty tons of concentrates were calcined, yielding 100 ozs. The cyanide clean-up is not yet finished."

The Secretary of the Punjom Mining Co., Limited, advises us that he has received the following telegram from the mine, being the result of the clean up of the cyanide plant for April:—"The cyanide plant worked 21 days treating 610 tons of clean tailings, yielding 237 ozs. of gold of an average assay value £2 2s. 9d. sterling."

#### HONGKONG GYMKHANA MEETING.

The first Gymkhana meeting of the 1896 season was held on Saturday afternoon at the Happy Valley. Fortunately the weather was brilliantly fine and the attendance of the public was very large, amongst those present being His Excellency the Governor, Sir William Robinson, K.C.M.G. The programme was an excellent one and contained six events, which provided a capital afternoon's sport, and if the standard of Saturday's excellence be maintained certain success is bound to favour the whole of this season's Gymkhanas. Some very good fields turned out and the finishes were for the most part full of interest, particularly in the last event, which proved to be the best race of the day. It seems to be a recognised principle to have what we might call a silly event in Gymkhana meetings and the one on Saturday seemed to create considerable interest and amusement. The riders had to cover the course and he who passed the winning post nearest to five minutes, the time limit, was declared the winner. Of course watches were not allowed to be carried and so the competitors had to guess the time the best way they could. It is rather a difficult matter to guess the length of one minute, but to have to guess five minutes while riding on a pony is, we should imagine, far more difficult and doubtless exciting—to the guessers. During the afternoon on the band of the Rifle Brigade played the



following selections of music and it is needless to say they were thoroughly appreciated.—

Quadrille..... "Amusement" ..... Zikoff.  
Overture..... "Ivan" ..... Contorno.  
Valse..... "Acclamations" ..... Waldteufel.  
Selections..... "Madame Favart" ..... Offenbach.  
Dance..... "Punch and Judy" ..... Boggetti.  
Galop..... "The Cyclists" ..... Kupfer.

The following is a list of the officials:—

Patrons:—His Excellency Sir William Robinson, K.C.M.G., His Excellency Major-General Black, C.B., and Commodore G. T. H. Boyes, R.N.

Committee:—Mr. R. Alexander, R.B., Hon. J. J. Bell-Irving, Mr. Hart Buck, Capt. Burney, R.A., Mr. W. A. Cruickshank, Capt. Gordon, R.A., Mr. M. Grote, Mr. V. Caesar Hawkins, Mr. T. F. Hough, Capt. Loveband, A.D.C., Mr. J. Mackie, Mr. A. S. Manners, Mr. G. C. C. Master, Lieut.-Col. The O'Gorman, D.A.A.G., Capt. Radclyffe, R.B., Mr. C. S. Taylor, R.A., Commander W. F. Tunnard, R.N., and Hon. T. H. Whitehead.

Judges:—Hon. J. J. Bell-Irving and Hon. T. H. Whitehead.

Handicappers:—Mr. Hart Buck, Mr. M. Grote, and Mr. J. F. Hough.

Starters:—Capt. Burney, R.A.

Timekeeper:—Mr. J. Mackie.

Clerk of the Scales:—Mr. R. Alexander.

Hon. Treasurer:—Capt. Radclyffe.

Hon. Secretary:—Lieut.-Col. The O'Gorman, D.A.A.G.

Details:—

HALF-MILE RACE; first prize presented; 2nd \$10; weight for inches with 7 lbs. added; winners of this season to carry 7 lbs. in addition; subscription griffins and *bona fide* polo ponies allowed 7 lbs.; entrance \$3.

Major Thomas's Morrison, 11st. 5lbs. .... (Mr. Taylor) 1

Captain Loveband's Artexerxes, 10st. 10lbs. .... (Mr. Power) 2

Mr. Playfair's Planet, 11st. 6lbs. .... (Surgeon-Capt. Edye) 3

Mr. Power's Goribun, 11st. 2lbs. .... (Capt. Radclyffe) 0

Mr. Whitehead's Vicar, 11st. 4lbs. .... (Mr. Cruickshank) 0

Mr. Forbes's Simple Simon, 11st. 5lbs. .... (Mr. Gresson) 0

After one break away Morrison led from Artexerxes, but passing the village the latter got up to Major Thomas's pony and the pair entered the straight together. Simple Simon being third. Just after entering the straight Planet came up and passed Simple Simon, while Morrison got ahead of Artexerxes, whom he beat by a length and a half; three lengths between second and third. Time—60 secs.

SIX FURLONGS HANDICAP; entrance fees with \$20 added to the winner; 2nd, \$20; 3rd saves stakes; entrance \$1, but if left in after 2 p.m. 4th May \$3 extra.

Mr. John Peel's The Laird, 11st. 0lb. .... (Mr. Cruickshank) 1

Mr. Power's Borderer, 10st. 11lbs. .... (Owner) 2

Dr. Noble's Grey Leg, 10st. 11lbs. .... (Mr. Jones) 3

Mr. Paul Jordan's The Spotter, 11st. .... (Mr. Taylor) 0

Mr. Sheldon's Visitant II., 10st. 12lbs. .... (Mr. Hart Buck) 0

Mr. Mounsey's Presto, 10st. 12lbs. .... (Surgeon-Capt. Edye) 0

Mr. Gresson's Dunmore, 11st. 5lbs. .... (Owner) 0

Taylor declared 3lbs. and Edye 6lbs. overweight.

Borderer obtained a slight lead at the start from The Laird, with Grey Leg the most prominent of the others. At the rock Borderer had slightly increased his lead and on entering the straight was leading by about two lengths. The Laird, however, was kept well in hand and quickly came up with Borderer. A capital race between the pair ensued, The Laird getting to the front fifty yards from home and winning by three-quarters of a length. Grey Leg was two lengths behind, third. Time—1 min. 36½ secs.

The FAREWELL CUP; presented by W. A. Cruickshank, Esq.; a polo scurry, quarter mile, for all *bona fide* polo ponies; catch weights over 11st. 7lbs.; entrance \$2.

Mr. Taylor's Throstle, 11st. 7lbs. .... (Capt. Burney) 1

Mr. Whitehead's Kingscote, 11st. 7lbs. .... (Mr. Taylor) 2

Capt. Loveband's Artexerxes, 11st. 7lbs. .... (Mr. Power) 3

Mr. Whitehead's Vicar 11st. 7lbs. .... (Mr. Master) 0

Mr. Holland's Iron Duke, 11st. 7lbs. .... (Owner) 0

Mr. Gresson's Vagabond, 11st. 7lbs. .... (Owner) 0

There was considerable delay at the post owing to the restiveness of one or two of the ponies, and as of course a good start was of great importance in such a short race as this the starter was quite justified in exercising much patience. The finish was very exciting, it being difficult to tell from the grand stand which pony would be placed first, so close were the three placed on reaching the winning post. Artexerxes, who was third, made a gallant attempt to get home and rushed up splendidly a dozen yards from the finish. Time—30 secs.

A STEEPLECHASE; first prize, a cup presented by A. S. Manners, Esq., with \$20 added; 2nd, the entrance fees; weight for inches with 10lbs. added; subscription griffins of this season and polo ponies allowed 7 lbs.; S. C. course; entrance \$2.

Mr. Holland's Vapour, 10st. 10lbs. .... (Mr. Boden) 1

Mr. John Peel's Bellringer, 12st. 10lb. .... (Mr. Gresson) 2

Mr. Salmon's Q.C., 11st. 2lbs. .... (Mr. Power) 3

Mr. Lewin's Blue Green, 10st. 13lbs. .... (Owner) 0

Captain Burney's Baccarat, 11st. .... (Owner) 0

Mr. Whitehead's Kingscote, 10st. 13lbs. .... (Lieut.-Col. The O'Gorman) 0

The ponies soon became very straggling. Vapour broke down the second fence, stumbled at the water jump, but quickly recovered, and then broke down the third fence. He led the whole way, but managed to get home by only a length in front of Bellringer, Q.C. being a bad third.

The LADIES' NOMINATION; round course; five minutes allowed; he who passes the winning post nearest to the time limit to win; no watch to be carried by a competitor; entrance \$2. Nom. by

Capt. Burney ..... Mrs. Moore 2

Mr. Whitehead ..... Mrs. Welman +

Major Thomas ..... Miss Melbourne +

Mr. Graham ..... Mrs. Forbes 0

Mr. Forbes ..... Mrs. John Andrew 0

Mr. Sheldon ..... Mrs. John Andrew 0

Mr. W. A. Cruickshank ..... Mrs. Hawkins 0

Capt. Radclyffe ..... Mrs. Pemberton 0

Lt.-Col. The O'Gorman, Madam O'Gorman 0

Mr. Gresson ..... Mrs. Wrottesley 0

Mr. Taylor ..... Mrs. Wrottesley 0

Surgeon-Captain Edye ..... Mrs. Edye 0

The winner passed the post within only six seconds of the time limit; the time of the second man was 5 mins 8½ secs. and the time of the dead heaters 5 mins. 11 secs.

The GYM KHANA CUP; value \$100; presented from the GYM KHANA fund, \$20 added; 2nd, \$20; weight for inches; winners at this meeting to carry, once 7 lbs., twice 10 lbs.; previous non-starters to carry 7 lbs. extra; one mile; entrance \$5.

Major Thomas's Morrison, 11st. 5lbs. .... (Mr. Taylor) 1

Mr. Gresson's Vagabond, 10st. 12lbs. .... (Owner) 2

Dr. Noble's Grey Leg, 11st. 11lb. .... (Mr. Master) 3

Mr. Paul Jordan's The Spotter, 11st. 1lb. .... (Mr. Jones) 0

Mr. Power's Borderer, 10st. 7lbs. .... (Owner) 0

Mr. Power's Goribun, 10st. 11lbs. .... (Surgeon-Captain Edye) 0

Mr. Sheldon's Visitant II., 10st. 12lbs. .... (Mr. Looker) 0

Mr. John Peel's The Laird, 11st. 8lbs. .... (Mr. Cruickshank) 0

This was a very good race indeed. The ponies were got away to a capital start and on passing the grand stand for the first time Borderer, Goribun, and Grey Leg were leading, slightly ahead of the others. At the plantation the ponies all closed and they remained in a bunch until the plantation was reached, when Morrison came out with a lead of a few strides and kept in front the whole way. In the straight Grey Leg came into second position, with Vagabond the most dangerous of the others. It was seen that Morrison would win comfortably and Grey Leg looked certain to gain second place, but almost on the post Vagabond was whipped passed Mr. Masters' mount, whom he beat for second position by only half a length. Morrison won by a length and a half. Time—2 mins. 12 secs.

## LAWN TENNIS.

THE CRICKET CLUB v. THE GARRISON.

There was a large attendance at the Cricket Ground yesterday afternoon to see the tennis match between the Club and the Garrison, H.E. the Governor being amongst those present. Some excellent play was witnessed, and the proceedings were enlivened by the performance of a selection of music by the Band of the Hongkong Regiment.

The following is the score:—

CLUB.

Potts and Slade ... won 36, lost 16  
Maitland and Firth ... " 33 " 15  
Smith and Atkinson ... " 21 " 24

Total 90 55

GARRISON.

Knox and Percival ... won 23, lost 30  
Johnston and Dyson ... " 28 " 24  
Fergusson and Eccles ... " 4 " 36

Total 55 80

The Cricket Club therefore won by 35 games.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE ROAD TO PLUNKETT'S GAP.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—May I call attention, through your medium, to the condition of the road from Victoria Gap to Plunkett's Gap? H.E. the Governor has already, in Council, described it as extremely dangerous, and it must always be awkward to negotiate the passage of the Gap in windy or stormy weather; but there is no reason why the perils of the way should be increased by the worn condition of the concrete, which is so slippery after a little rain as to make walking risky and riding in a chair no better. A small expenditure for a surface coating of cement concrete would remedy this evil, and the most economical administrator could hardly object to this being adopted for the two ends of the road, which, for some reason, were left when a patch was laid on the central portion last year. I trust this will be done before some serious accident occurs to impress the P. W. D. with the necessity for repair.—

Yours faithfully,  
PEAK RESIDENT.  
Hongkong, 5th May, 1896.

## COMPOUND INTEREST.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—A pernicious practice prevails in this colony of claiming compound interest on bills of exchange or promissory notes from the date of the writ until judgment. There is not a tittle of authority for this practice. It is contrary to the provisions of the Hongkong Code. It is contrary to English law and practice. It is contrary to all principle and to all common sense. The rule is clear that if the bill or note bears interest simple interest only may be claimed and given down to the date of judgment. Unless there is an agreement expressed or implied to pay compound interest, principal and interest cannot be capitalised unless and until judgment is recovered. The principal and interest together are then merged for most purposes in the judgment debt, on which interest is allowed at the legal rate. The three sections of the Code which relate to the subject are taken respectively from the Common Law Procedure Act, 1852, the Indian Act XXIII. of 1861, and the Summary Procedure on Bills of Exchange Act, 1855. If these enactments and the respective practices under them are studied it will appear at once to any impartial investigator that neither the enactments themselves nor the practices under them afford a shadow of authority for such a claim for compound interest. It will also appear on comparing the provisions of the Code with their respective sources that such provisions have not introduced any innovation in this respect. It would be startling indeed if such a very elementary rule of law were abrogated by our local Legislature. There are probably hundreds



of writs in the Registry of the Supreme Court at the present time which were, in the early stages of the suits, liable to be set aside for irregularity on the ground that they contained claims for compound interest to which the plaintiffs were not entitled, and all the judgments obtained *ex parte* on such writs were or are liable to be set aside for the same reason.—I am, sir, your obedient servant,

J. F. REECE.

Hongkong, 6th May, 1896.

### THE VOLUNTEERS AND THEIR AMMUNITION.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—While the Volunteers receive so much attention and consideration from the Government at home, it may be interesting to your readers to know how they are treated in Hongkong. The stock of suitable ammunition having apparently run out, they are now being supplied with carbine ammunition manufactured in 1882 (not '92) for practice and competitions. Now, sir, is this not rather ancient? And to be charged \$4 per 100 rounds! Major-General Black at their recent annual inspection commented on there being so few Volunteers here, but if the present small force cannot get supplied with modern ammunition and plenty of it at a reasonable price, why want the numbers increased. I am one who is not a

CRACK SHOT.

Hongkong, 11th May, 1896.

### SHANGHAI SPRING RACE MEETING.

FIRST DAY.—Monday, 4th May.

With such brilliant weather as was experienced this afternoon, the first day's racing of the Spring Meeting could hardly have been anything but a success, and such it proved to be. Although the welcome sun came out just before tiffin with a genial warmth, the course was too saturated for it to have any immediate effect, and at the corners especially the running was treacherous, requiring a good deal of care to negotiate them. Considering the heavy state of the course, however, the times were very creditable. The day was remarkable, especially before tiffin, for the large fields that faced the starter, a great deal of trouble being experienced in getting them away together.

The SUBSCRIPTION STAKES, a sweepstakes of Tls. 5 each, with Tls. 100 added; for subscription griffins of this meeting; first pony, 70 per cent.; second pony, 20 per cent.; third pony, 10 per cent.; weight for inches as per scale. Three-quarters of a mile.

Mr. Hopeful's Vision, 11st 1lb. (Mr. Meyerink) 1

Mr. Buxey's Jack Sprat, 10st. 12lbs. (Mr. Crawford) 2

Mr. Robson's Isoldim, 10st. 12lbs. (Mr. C. R. Burkill) 3

Twenty started. Jack Sprat got away with the lead, with Vision second, Isoldim being third. Jack Sprat maintained his lead, closely followed by Vision, to the straight, coming down which the latter pony made his effort, and won by a short head from Jack Sprat, Isoldim taking third honours. Time, 1 min. 36½ secs.

The CRITERION STAKES, a sweepstakes of Tls. 10 each, with Tls. 200 added; second pony, Tls. 50; for China ponies; weight for inches as per scale. One mile.

Mr. Ring's Invader, 11st. 1lb. (Mr. Meyerink) 1

Mr. Henry Morriss's Blackberry, 11st. 4lbs (Mr. C. R. Burkill) 2

Messrs. Kanuck &amp; Oswald's Roitelet, 11st. 1lb. (Mr. Reynell) 3

Five started. Blackberry got off with the lead, but soon retired in favour of Roitelet. Blackberry, Zenith, and Roitelet raced well together up the back straight, and at Probst's Corner Blackberry began to come up. At the Monument Zenith and Roitelet were still together in the front, with Blackberry and Invader just behind. Entering the straight Invader rushed to the front on the inside with Blackberry wide on the outside and a good race home resulted in Invader's winning by half a length from Blackberry, with Roitelet third. Time, 2 mins. 12½ secs.

The GRIFFINS' PLATE, value Tls. 400; second pony Tls. 100; third pony, Tls. 50; for China ponies that have never run at any meeting; weight for inches as per scale; entrance, Tls. 5. Three-quarters of a mile.

Mr. Ring's Protector, 11st. 1lb. (Mr. Meyerink) 1

Messrs. Toeg &amp; Ernest's Djemnah, 10st. 12lbs. (Mr. Read) 2

Mr. Oswald's Isolde, 10st. 12lbs. (Mr. Midwood) 3

Twenty-one started. When the flag fell Coalition jumped to the front, with Detrimental second, and Protector third. In this order they raced to the Monument, where Detrimental changed places with Coalition, Protector still lying third. Coming into the straight the last-named overhauled the leaders, and, heading the field, won a good race by a head from Djemnah, which had rushed into second place at the rails and beaten Isolde by a short neck. Time, 1 min. 36 secs.

The CATHAY CUP, value Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; griffins at date of entry allowed 10 lbs.; entrance, Tls. 5. One mile and a half.

Mr. Sturgis's Vaquero, 11st. 1lb. (Mr. Read) 1

Mr. Pantresina's Sans Doute, 11st. 4lb. (Mr. Midwood) 2

Mr. Kanuck's Meneji, 10st. 12lbs. (Mr. Burkill) 3

Twelve started. Numa got away at the start, with War Blast second. Passing the stand for the first time the order was: Numa, Teutonic, Meneji, with the rest of the field in close attendance. Nearing Loongfei, Thames came up to second place. In the back straight Meneji, Sans Doute, and Prince drew up and the order at Probst's Corner was: Numa, Prince, Vaquero, Meneji, and at the Monument Numa fell back in favour of Vaquero, who entered the straight with a clear advantage and staving off a spirited challenge by Sans Doute in front of the Bushes, won by two lengths. Time, 3 mins. 23 secs.

The JOCKEY CUP, value Tls. 100; second pony, Tls. 25; for China ponies that have never won a race; to be ridden by jockeys who have not had more than two winning mounts; non-winners allowed 5 lbs.; winners of one race, weight for inches as per scale; winners of two races, 7 lbs. extra; entrance, Tls. 5. Once round.

Mr. Toeg's Clyde, 11st. 1lb. (Mr. W. W. Cox) 1

Mr. Oswald's Hercules, 10st. 12lbs. (Mr. Chisholm) 2

Mr. Freddy's Magnificent, 10st. 7lbs. (Mr. Cumming) 3

Nine started. The first to show in front was Sans Reserve, who made the running to the Loongfei Gate, where he was passed by Clyde. Going along the back straight it was difficult to distinguish the ponies, they being in close order and the changes being but momentary. At the Monument Magnificent was leading, but he fell back in favour of Hercules, who was leading as they came into the straight. At the Bushes Clyde challenged Hercules and catching him in front of the rails won by a head, a neck between second and third. Time, 2 mins. 47 secs.

The KIANG-SU PLATE, value Tls. 150; second pony, Tls. 50; for China ponies; weight for inches as per scale; entrance, Tls. 5. One mile and three-quarters.

Mr. Ring's Orion, 10st. 12lbs. (Mr. Meyerink) 1

Mr. Hampton's Eclipse, 11st. 1lb. (Mr. Wulleumier) 2

Mr. John Peel's Pineapple, 10st. 9lbs. (Mr. Read) 3

Nine started. Freedom got away with the lead, Orion taking up second place. Coming into the straight for the first time the order was Freedom, Orion, with Oleis third. Passing the stand Orion led, Freedom having fallen to second place, Tristan third, and Huckleberry last. Nearing Loongfei Sinner came up and assumed second place. Up the back straight Orion, Tristan, and Pineapple were racing together, but Orion again headed the field at the Monument, Pineapple being second with Sinner third. Entering the straight Orion still maintained his lead, with Pineapple second and Sinner on the inside. Orion led home, and a fine race ensued for second place, which fell to Eclipse, Pineapple third and Iroquois last. Time, 4 mins. 4 secs.

The HART LEGACY CUP, presented by the late James Hart; value, Tls. 100; second pony, Tls. 25; for China ponies; weight for inches as per scale; entrance, Tls. 5. Half a mile.

Mr. Oswald's Ravelston, 11st 4lb. (Mr. Read) 1

Mr. Eric's Jehu, 11st 7lbs. (Mr. Midwood) 2

Mr. Baboo's Nigger, 10st 12lbs. (Mr. Dallas) 3

Thirteen started. Hollyhock headed the field as it got away, followed by Ravelston, who soon took first place and kept it, winning by a length from Jehu. Time, 1 min. 1 sec.

The RACING STAKES, a sweepstakes of Tls. 10 each; second pony, Tls. 50; for China ponies that have not run before 1st January, 1896; weight for inches as per scale; griffins at date of entry and non-winners allowed 5 lbs.; winners, 5 lbs. extra. One mile and a quarter.

Mr. Duplex's The Broker, 10st 7lbs. (Mr. Renny) 1

Messrs. Oswald's &amp; Charley's Spartan, 11st. 2lbs. (Mr. Midwood) 2

Mr. Fourman's Sinbad, 11st 3lbs. (Mr. Reynell) 3

Ironside jumped off with the lead, but dropped almost immediately, when Tagawa came up. Sinbad rushed through, however, and he and Tagawa raced together to Loongfei, where they were joined by Irrawaddy, the three ponies racing up the back straight together, with Sinbad a little behind. At Probst's Corner Sinbad led, with the field closing up on them, Irrawaddy being second. At the Bushes The Broker rushed through and drawing away from the others won by three lengths from Spartan, who had come up. Sinbad was third and Tilby last. Time, 2 mins. 45 secs.

The LIGHT WEIGHT STAKES, value Tls. 50; second pony, Tls. 25; for China ponies that have never won a race; weight as per following scale:—9st. for 12 hands, with an increase of 3 lbs. for every inch over; entrance, Tls. 5. One mile and a quarter.

Mr. Buxey's Playmate, 11st. 1lb. (Mr. Crawford) 1

Mr. R. C. Renny's Covenantor, 10st. 4lbs. (Mr. Renny) 2

Mr. Oswald's Blinkbonny, 10st. 2lbs. (Mr. Midwood) 3

Twelve started. Big D. and Dunloe came to the front at the fall of the flag, with Lutin third. Big D. and Dunloe continued together to Probst's Corner, where Playmate and Blinkbonny were running together behind the leaders. At the Monument Playmate and Blinkbonny overtook Big D. and Dunloe and entered the straight together. Nearing the post Playmate drew away from Blinkbonny and was challenged by Covenantor, who failed, however, to catch him, coming in second two lengths behind; Progression last. Time, 2 mins. 45½ secs.

The GRAND STAND STAKES, a sweepstakes of Tls. 5 each, with Tls. 50 added for second pony, and Tls. 25 for third pony; for China ponies; being *bout fide* griffins at date of entry, which had not arrived in Shanghai, or been purchased prior to 1st February, 1896; weight for inches as per scale; winner of any race 7 lbs. extra. One mile.

Mr. John Peel's Kenneth, 11st. 1lb. (Mr. Read) 1

Mr. Sandown's Chiolo, 10st. 11lbs. (Mr. Dallas) 2

Messrs. Toeg &amp; Ernest's Djemnah, 10st. 13lbs. (Mr. Meyerink) 3

Fourteen started. Kenneth had a slight advantage at the start and led to Loongfei, when Craig Millar changed places with him. At Probst's Corner, however, Kenneth again assumed first place, and Djemnah came up second, with Realisation third. Djemnah fell back to second place in the straight, but Chiolo coming up with a rush headed him and secured second honours, Kenneth winning by a length; Bonnie Boy last. Time, 2 mins. 10½ secs.—Mercury.

At Foochow on the 1st May a cricket match was played between an eleven from H.M.S. *Immortalité* and the Foochow Cricket Club. The *Immortalité* eleven went in first and made 85 runs; Foochow's score was 43. In the second innings of the *Immortalité* they ran up a score of 171 runs for seven wickets, of which Lieut. Perry Ayscough contributed 101.



## THE SEOUL-CHEMULPO RAILROAD.

The building of a railroad between Seoul and Chemulpo, says the *Independent* (Seoul), deserves more than passing notice. As we stated a few days ago, the contract has been definitely made and it is expected that the surveys will begin sometime during the coming summer. According to the terms of the contract the Government cedes to the company the land forming the route between the two points; the company builds and equips the road and has complete control for fifteen years. At that time the Government has the option of buying the road from the company at a price to be agreed upon at that time by one representative from the Government and one from the company. If they cannot agree upon a price it shall be referred to an umpire chosen by them. If at that time the Government does not wish to buy, the road shall remain in the company's hands during a further period of ten years, when the Government shall again have the option of buying. At the expiration of each ten years the Government has the option of buying.

These terms appear to us to be extremely advantageous for both parties. Here we have a place where a railroad is a necessity. It is no speculation. With two such termini, one the capital of the country containing some 300,000 people, and the other the most flourishing port in the country and one whose importance is daily growing, we can readily believe that the element of chance is well-nigh eliminated from the problem.

On the other hand, however, advantageous as may seem the contract for the company, there are other large considerations that may not be overlooked. The benefits that accrue to the people will more than counterbalance the seeming partiality. In the first place the work is to be done so far as possible by Korean workmen. Thousands of them will be employed. Not only in the work of construction, but after it is finished, Koreans will be largely employed in less responsible positions in connection with the road. In the next place the value of real estate all along the line will be greatly enhanced, and at the termini the rise in value will be very great. The Government should recoup itself for the expense of getting the site for a road-bed for the company by buying further in the vicinity of the termini and profiting by the rise in value. Then, again, the Government will save largely in cost of transporting revenue rice from Chemulpo to the capital and in transportation of troops.

One of the advantages of the present arrangement is that the road will be in the hands of people belonging to a power which under no conceivable circumstances could be suspected of ulterior motives of a political nature. The road will always be worked in the interests of the Korean people. We presume that the agreement stipulates that the road shall never be allowed to pass into the hands of any other company, syndicate, or power, but shall be controlled permanently by the present contracting syndicate until the Government wishes to purchase. This is implied in the stipulation that at the end of each ten years the Government shall have the option of buying. On the whole this is the most satisfactory contract of a similar character the Government ever made with a foreign firm. We congratulate the Government, the company, and those who acted as instruments for the fair and impartial manner in which this contract was made.

## TUGS ON THE POYANG LAKE.

As was to be expected, the project of placing tug-boats on the Poyang Lake is meeting with strenuous opposition on the part of the boatpeople of the district. Their petitions against the tugs have been sent to the Governor of Kiangsi, and they are furthermore unanimously determined to boycott the tugs should they commence to ply, and it remains to be seen whether the company and the gentry interested will have sufficient pluck and influence to carry on and live down this prejudice against steam. The plaint of the boatpeople that the tugs will deprive them of their livelihood is as shortsighted as, and holds no more water than, that of the coach-drivers in England in olden days against railways.—*Mer. ury.*

## BRITISH INVESTORS AND JAPANESE SECURITIES.

There is no doubt that the *Fiji Shingo* is correct when it alleges that considerable sums have been invested by British subjects in Japanese securities. It is not easy to find elsewhere an absolutely safe investment paying interest at the rate of five per cent., and did not the silver question stand in the way, many capitalists of Europe and America would become purchasers of Japanese public loan bonds. But however high the rate of interest may be, every one fortunate enough to have money in the Occident must hesitate to convert it into a metal bearing no fixed ratio to the gold unit. Of course that obstacle does not embarrass banking institutions or residents in the East, whose capital has already been converted into silver, and our Tokyo contemporary says that Japanese securities are largely held by British subjects in the Far East and in India. There has naturally been a desire on the part of the Japanese Government to discover the aggregate amount of the securities thus held, and investigations have been made by the Specie Bank as well as the Bank of Japan with that object. But since the bonds do not necessarily carry the name of their holders, there is at present no way of forming an accurate estimate. Since, however, arrangements are now in progress for paying the interest on bonds, not in Japan alone, but also in Shanghai, Singapore, Hongkong, and London, it is expected that means of information will soon be forthcoming.—*Japan Mail.*

## PRINCE HENRI OF ORLEANS ON THE OPENING OF THE WEST RIVER.

Prince Henri of Orleans has been interviewed by a French paper with reference to the West River. We give below a translation of what he said:—

The fact of the opening of the Si-Kiang to international arbitration is in the natural order of things and ought to have been expected by us. As European civilisation penetrates amongst the upper classes it will inevitably happen that China will open, perhaps in the near future, and progressively, her interior provinces, as yet almost unknown, to the civilisation and the trade of Europe. However, I believe that the fears which have been expressed by our Tonkin colony in consequence of the statement made by the English President of the Board of Trade are rather exaggerated. The Si-Kiang is not, as it has been called, the great fluvial artery of Yunnan, which it does not traverse throughout its whole extent. Moreover, the river is far from being navigable for its whole length. Its course may be divided into three parts as regards navigability. The first, which is by far the shortest, is accessible to vessels of a moderate tonnage; the second cannot carry anything more than large Chinese junks; and in the third the shallowness of the water makes navigation impossible to all but small junks, and even these have to stop far short of the source of the stream. Consequently it is impossible by the Si-Kiang to reach Upper Yunnan, which is the richest and most populous part of the province.

On the other hand the railway for which France has obtained the concession will run from Tonkin right into the heart of Yunnan, to a point far beyond that at which the navigability of the Si-Kiang ceases. It will then not be difficult for us to turn to our profit the trade of this region, more especially as the transport of goods by rail can be effected at rates far more favourable than those for transport by water, which necessitates numerous transshipments, thus augmenting the cost. Transport will also be made more quickly by rail and with greater security.

Besides, there is nothing to prevent us, equally with England, profiting by the river trade, whereas English trade, if it wishes to use our railway, will be tributary to Tonkin. In fine, for the reasons stated, I think we are wrong in alarming ourselves inordinately as to the consequences on the Tonkin trade of the free navigation of the Si-Kiang. It would obviously have been preferable if China had delayed this concession to European civilisation until our railway into Yunnan had been running, but, I repeat, it was bound to come sooner or later.

## HONGKONG.

The total number of plague cases for the year now reaches 790. The disease has happily shown no signs of increasing, the daily average for the last week being about ten. The Sanitary Board met on the 7th and a portion of British Kowloon, where a few cases have occurred, was declared an infected area. The sentence on the German officers who were caught on Stonecutters' Island and sent to gaol for three months was reduced to a fine of \$100 by the Magistrate on Thursday last. On Friday Mr. Granville Sharp delivered a lecture on "Imperialism and the British Empire," and on Saturday the first of the gymkhana meetings of the season was held at the Happy Valley and proved a great success. There was another incendiary fire on Saturday night. On Monday the Acting Chief Justice sent a fraudulent bankrupt to gaol for three months with hard labour.

There were 2,111 visitors to the City Hall Museum last week, of whom 178 were Europeans.

A regulation is published in the *Gazette* prohibiting the catching of butterflies in the cemetery.

The maximum temperature during April was 82.2, on the 14th, and the minimum 58.5, on the 2nd. The rainfall amounted to 2.1 inches.

The stamp revenue last month amounted to \$18,766, being an increase of \$311 on the amount collected in the same month of 1895.

An Order in Council is published in the *Gazette* with reference to the measurement of German ships; also an Order in Council with respect to ships' lights.

It is notified in the *Gazette* that Mr. Felipe S. Mesa has been provisionally recognised as Consul-General for Peru in this colony pending the arrival of the Queen's exequatur.

The two masters of the rice shop at 48, Praya West, who were arrested on a charge of arson, were committed for trial on Thursday afternoon by Commander W. C. H. Hastings.

On the afternoon of the 6th May Mr. G. P. Lammert sold the Danish steamer *Activ* by auction at his sales rooms. The *Activ* is at present lying on Sad Point, about thirty miles west of Hoihow, Hainan, and she was sold with all her machinery, three steam winches, and one capstan. The bidding started at \$500 and the highest bid was \$1,500, at which price the vessel went to Mr. A. R. Marty.

A by-law made under the Cattle Diseases, Slaughter-houses, and Markets Ordinances is published in the *Gazette*, in substitution for the previous one, referring to the wharves at which cattle may be landed. To the enumeration of the wharves the following is added:— "Or at any other wharf which shall have received the previous approval in writing of the Sanitary Board for that purpose."

On Monday afternoon Mr. J. L. Prosser, Government Surveyor, sold by auction a piece of Crown land situate in Kennedy Road on the east side of Union Church. The land contains 18,120 square feet, the annual rent is \$132, and the upset price was \$2,718. Captain Bathurst was the only bidder and the lot was knocked down to him for \$2,738. A special condition of the sale was that only European dwellings can be erected on the site.

There were 14 cases of plague on the 6th May, 8 on the 7th, 11 on the 8th, 8 on the 9th, 12 on the 10th, and 10 on the 11th. A report is in circulation that a resident, finding himself deserted by all his servants, went into their quarters to see if he could discover anything throwing light upon the cause of their disappearance, and he there found the body of the cook's wife, death having taken place from plague three days previously. It would be well if householders made an occasional inspection of their servants' quarters.

At the Harbour Master's office on the 8th May four seamen named O. Neilsen, B. F. O'Kelly, O. Eriksen, and E. Heidenrich, of the British ship *Formosa*, were charged with continuous disobedience of orders. The prisoners are the men who complained to the Magistrate on Thursday that the master refused to give them advances in order to buy clothes and for this reason they would not work. It turned out yesterday that advances had been made, but the prisoners were not satisfied. They were each sent to gaol for seven days with hard labour. Mr. H. L. Dennys prosecuted.



The Right Rev. L. M. Piazzoli begs to acknowledge with thanks the following donations for the Hospicio de Coração de Jesus (Home for the Aged and Infirm):—

Already acknowledged	\$2,675
Mr. J. de Navarro (Spanish Consul)	50
Mr. J. J. Leirera	10
Mr. G. J. Sequeira	10
Mr. M. Azevedo	20
Mr. A. J. W. Ribeiro	10
Mr. J. M. A. da Silva	15
Mr. M. A. A. de Souza	50
Major The Hon. E. Noel	10

In the tennis tournament the final in the professional pairs was played on Saturday by Mr. T. Sercombe Smith and Dr. J. M. Atkinson, representing the Civil Service, and Mr. C. V. Percival and Mr. C. W. Knox, representing the Army. The result was a victory for the civilians by three sets to two, the score being 2-6, 6-4, 3-6, 6-1, 7-5. The games were therefore 24 to 22, a very close struggle. It was not generally known that the match was to take place on Saturday, so that there was but a small attendance to witness what proved to be one of the finest matches ever played on the Cricket ground.

We translate from the *Extremo Oriente* the following reference to the Italian Sisters who have fallen victims to the plague:—Amongst the victims that the terrible bubonic plague has claimed this year in Hongkong are included two of the Italian Sisters, both of whom have rendered valuable service to this colony and especially to helpless infants. They are Sister Elias Guideli, who for five years has had charge of abandoned children, and who died on the 29th April in the Kennedytown Hospital, and Sister Luigia Frigerio, who for twenty-eight years has worked with great devotion for her convent, and who died on the 2nd May in the Civil Hospital.

The following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th April, as certified by the Managers of the respective Banks, are published:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	\$1,557,697	1,000,000
Hongkong and Shanghai Banking Corporation	5,988,837	2,500,000
National Bank of China, Limited	412,823	212,000
Total	\$7,959,357	3,712,000

At the Police Court on the 7th May Commander W. C. H. Hastings held an inquiry respecting the death of Lam Fo, who was engaged as an engine driver at Taikoo Sugar Works. The man died on the 6th inst. and it was alleged by his brother that his death was caused by violence inflicted upon him by Mr. F. W. White, the timekeeper at the works, who, said the brother, slapped the deceased in the face and kicked him several times on both sides of his ribs because he entered the works and took down a number. The witness admitted that his brother did not shout while he was being kicked. Mr. White denied assaulting the man and the medical evidence completely upset the theory that the man had died from violence. As a matter of fact he died from plague. His Worship recorded a verdict to this effect and exonerated White from all blame.

At the Magistracy on the 6th May four men belonging to the barque *Formosa* were charged with refusing to work on the ship. The men were brought up on a similar charge on Monday, when they complained that they wanted some money in order to buy clothes, but it was refused them, although £3 or £4 was due to them as wages. Commander Hastings then told the mate, who represented the captain, that the best course to adopt would be to let the men have some money on account of wages and he sent them back to the ship. It seems, however, that this amicable arrangement was not carried out and the men once more refused to work and they were again charged. The captain appeared at the Police Court yesterday and the Magistrate gave him another hint to allow the men to have some money. In order to allow of this arrangement being carried out the case was adjourned until to-day.

It is with much regret we have to record the death of Mr. George Fenwick. Mr. Fenwick left here by the *Empress of China* on the 8th April and telegraphic intelligence was received on the morning of the 6th May of his death in Montreal. He was apparently quite well when he left here and no particulars are given in the telegram of the cause of death. Mr. Fenwick was the General Manager of Geo. Fenwick & Co., Limited, engineers and shipbuilders, a business that he formerly conducted on his own account with considerable profit, and after the concern was turned into a Public Company he conducted it with equal success for the shareholders. Mr. Fenwick came to the East some twenty-five years ago and as the result of hard work and good abilities had amassed a comfortable competency, on which, we believe, it was his intention to retire, though nominally he went home on leave and on the understanding that he would return if the business required his personal attention.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—

Reiss and Co.	\$100
Butterfield and Swire	100
H. & S. Banking Corporation	100
E. D. Sassoon and Co.	100
Arnhold, Karberg and Co.	50
Carlowitz and Co.	50
E.E.A. and C. Telegraph Co., Ltd.	50
Johnson, Stokes and Master	50
Melchers and Co.	50
P. and O. S. N. Co.	50
Reuter, Bröckelmann and Co.	50
Siemssen and Co.	50
Lane, Crawford and Co.	50
Mitsui Bussan Kaisha	50
A. G. Romano	50
Scottish Oriental S. S. Co.	50
Abdoolally Ebrahim and Co.	25
Banque de l'Indo-Chine	25
Bradley and Co.	25
Cawasjee Pallanjee and Co.	25
Victor H. Deacon	25
H. L. Denny	25
Blackhead and Co.	25
Douglas S. S. Co., Limited	25
Gilman and Co.	25
Harling, Buschmann, and Menzell	25
J. D. Humphreys and Son	25
A. R. Marty	25
Palmer and Turner	25
H.E. Sir Wm. Robinson, K.C.M.G.	25
Sperry Flour Co.	25
Wassiomull Assomull and Co.	25
H. Wicking	25
Geo. Murray Bain	20
G. C. Cox	20
Gaupp and Co.	20
Harvie and Co.	20
J. D. Hutchison	20
W. Tarn	20
J. R. Crook	15
Dr. A. S. Gomes	15
S. B. Bhabha	10
East Point Dairy Farm Co.	10
Rev. J. Bosshard	5
J. W. Kinghorn	5

#### MISCELLANEOUS.

The *N. C. Daily News* of the 5th inst. says:—Very great regret was felt in the Settlement yesterday morning when it was known that a telegram had been received announcing the sudden death from heart disease on board the *Yokohama Maru*, on which he had just gone from Shanghai to Nagasaki, of an old and very popular resident, Mr. Charles Cromie. Mr. Cromie came to Shanghai about thirty years ago as silk man in the firm of Charles Gutshoew & Co., and has been in the silk business ever since, being associated of late years with Mr. A. R. Burkill. Few men have had a larger circle of friends or better deserved their friendship. We mentioned some time since that the Chairman of the Inland Revenue Commissioners, London, Sir Alfred Milner, K.C.B. was Mr. Cromie's half-brother, and that the opportunities to rise to distinction which Sir Alfred Milner has turned to such good account were due to Mr. Cromie's loving generosity.

The *N. C. Daily News* of the 5th inst. says:—H.M.S. *Spartan* leaves this on Monday for Hankow, where a court-martial is to be held on the man of the *Esk* who had the misfortune to shoot a man at Ichang some months ago.

An unmarried girl in Canton, reading in a Chinese newspaper the account of the famine and plague in Kwangsi, is said to have subscribed \$3,000 for the relief of the sufferers, raising this sum of money by selling all her jewellery and other things, birthday presents, &c., from her parents and rich relatives, together with the money that she had saved from her childhood.

At Bangkok the prayer for rain was read in the Anglican Church on Sunday, 26th April, and the congregation dispersed just in time to see the first drops of the storm that broke over Bangkok that morning. Fortunately the rain was very light for some time, so that nearly every one was home in time to escape a wetting. The rain then fell in torrents, and served to replenish many a short supply of drinking water. A few more such storms would do a world of good just now.—*Siam Observer*.

#### COMMERCIAL.

##### TEA.

##### EXPORT OF TEA FROM CHINA TO GREAT BRITAIN

	1895-96	1894-95
	lbs.	lbs.
Canton and Macao	7,146,099	7,813,790
Amoy	781,523	772,692
Foochow	11,175,408	14,357,248
Shanghai and Hankow	21,111,512	21,501,499
	40,514,542	44,535,229

##### EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Amoy	16,180,101	19,447,739
Foochow	6,066,651	4,626,555
Shanghai	29,029,320	25,796,160
	51,276,072	49,870,454

##### EXPORT OF TEA FROM CHINA TO ODESSA

	1895-96	1894-95
	lbs.	lbs.
Hankow and Shanghai	27,240,863	22,555,223

##### EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1895-96	1894-95
	lbs.	lbs.
Yokohama	29,839,717	28,777,516
Kobe	18,826,303	16,887,231
	48,666,020	45,664,747

##### SILK.

SHANGHAI, 7th May.—(From Messrs. A. R. and Burkill's circular.)—London advices to 5th current quote a dull market, Blue Elephants 10/6. Raw Silk.—There is no change to report in the position of this market; there is a very limited demand and no quotable change in price—about 500 bales of White Silk have changed hands at the quotations below. During the past few days we have had more reasonable weather and the fears which had begun to be felt regarding the new crop are now somewhat allayed. Re-reels and Filatures.—Some 20 bales Hainan have been settled. Yellow Silks.—Very little doing; the quantity on offer is very poor. Wild Silk.—2,300 bales are reported as settled. Arrivals, as per Customs Returns, April 30th to May 6th—192 bales White, 19 piculs Yellow, and 31 piculs Wild Silk. Waste Silk.—With the exception of small odd lots of "Gun Wastes" there are no transactions. Pongees.—No change to advise; no purchases of moment.

Purchases include:—Tsa leos.—Mountain 3 and 4 Tls. 340 and Tls. 355, Silver Double Elephant at Tls. 322, Gold Kiling at Tls. 318, Yaconlay Seeling at Tls. 317, Stark Cleanling at Tls. 296, Hangchow Tsa leos—Lauchae at Tls. 33, Tsa leos.—9/13 Moss Double Butterfly at Tls. 302, Yellow silk.—Mountain at Tls. 24, Meeying at Tls. 25, Filatures.—Gold Peachant Hairing at Tls. 470, Black Horse 2 at Tls. 457, Wild Silk.—Tupah Raw Szechuen at Tls. 112, Tupah Raw 1 at Tls. 102.



## EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1895-96	1894-95
	bales.	bales.
Shanghai .....	54,399	48,836
Canton .....	17,618	15,146
Yokohama .....	21,718	20,258
	83,735	84,240

## EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1895-96	1894-95
	bales.	bales.
Canton .....	9,377	8,676
Shanghai .....	10,069	8,885
Yokohama .....	28,058	24,848
	47,504	42,409

## CAMPHOR.

HONGKONG, 12th May.—Supplies are large and prices show a heavy decline. Quotations for Formosa are \$49.00 to \$49.50. During the past week sales have been 350 piculs.

## SUGAR.

HONGKONG, 12th May.—The market continues dull and prices are still falling. Following are the quotations:—

Shekloong, No. 1, White...	\$7.10 to 7.13 per picul.
do. " 2, White...	6.50 to 6.53 "
Shekloong, No. 1, Brown...	4.48 to 4.50 "
do. " 2, Brown...	4.28 to 4.30 "
Swatow, No. 1, White...	7.01 to 7.03 "
do. " 2, White...	6.37 to 6.40 "
do. " 1, Brown...	4.25 to 4.38 "
Swatow, No. 2, Brown...	4.22 to 4.25 "
Soochow Sugar Candy .....	10.90 to 11.00 "
Shekloong " .....	9.30 to 9.35 "

## MISCELLANEOUS EXPORTS.

The German steamer *Niobe*, Hongkong to Marseilles, 24th April, took:—3 bales Hair, and 115 rolls Mats; for Havre:—10 cases Paper, 75 boxes Bristles, 17 cases Human Hair, 212 rolls Matting, 150 cases Cassia, 54 bales Canes, and 6 cases China Ink; for Havre option Hamburg:—6 bales Canes; for Havre option Hamburg option London:—20 cases Essential Oil; for Havre option Hamburg option London option Antwerp:—130 bales Feathers; for Hamburg:—542 packages Fire Crackers, 81 packages Cannon Crackers, 8 cases Tea Sticks, 102 bales Duck Feathers, 12 cases Bristles, 100 bales Rattan Shavings, 30 boxes Vermilion, 300 packages Tea, 458 packages Canes, 400 rolls Matting, 8 cases Preserves, 10 cases Paper, 45 cases Palmleaves, 10 cases Blackwoodware, 10 bales Palm Bark, 133 bales Rattancore, 27 bales Raw Rattans, 4 cases Chinaware, 10 cases Essential Oil, 3 cases Poho Oil, 13 boxes Camphorwood Trunks, 100 cases Cassia Buds, and 13 packages Sundries; for Hamburg option London option Antwerp:—60 cases Ginger and 50 cases Ginger; for Bremen:—230 rolls Matting and 5 cases Needles; for London:—22 cases Cassia Oil.

The steamer *Menelaus*, Hongkong to London, 2nd May, took:—280 bales Hemp, 30 rolls Mats, 318 packages Canes, 10 cases Cigars, 6 cases Curios, 100 cases Ginger, and 14 packages Sundries; for Buenos Ayres:—60 packages Tea.

The P. & O. steamer *Canton*, Hongkong to London, 3rd May, took:—8 cases Cigars, 100 bales Waste Silk, 1 case Silk Piece Goods, 35 rolls Matting, 39 cases Blackwoodware, 100 cases Ginger, 35 cases Vermilion, 10 cases Persian Opium, 28 packages Sundries, and 228 packages Tea (4,778 lbs. Congou); for Buenos Ayres:—51 packages Tea, and 1 case Papers; for Marseilles:—150 bales Waste Silk, 4 cases Aniseed Oil, and 80 rolls Matting; for Trieste:—29 cases Shells.

## OPIUM.

HONGKONG, 12th May.—Bengal.—There has been a still further decline in prices. New Patna closing at \$680, Old Patna at \$727, New Benares at \$677, and Old Benares at \$741.

Malwa.—The market continues unchanged, the following being the latest figures:—

New .....	\$750 with all'ance of 0 to 4 cts.
Old (2/3 yrs.) .....	\$760 " 0 to 2 "
" (4/5 yrs.) .....	\$770 " 0 to 1 "
Older .....	\$780 " 0 to 1 "
Persian.—Oily drag has not met with any attention, the few transactions which have taken place in the interval being confined to Paper-wrapped kinds. Quotations close at \$580 to \$610 for the former, and at \$600 to \$620 for the latter.	

To-day's stocks are estimated as under:—

New Patna .....	1,180 chests
Old Patna .....	5:0 "
New Benares .....	290 "
Old Benares .....	70 "
Malwa .....	200 "
Persian .....	1,400 "

## COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1896.	\$	\$	\$	\$	\$	\$
May 7	702½	743½	700	765	750.760	770.780
May 8	700	742½	700	760	750.760	770.780
May 9	695	740	692½	755	750.760	770.780
May 10	695	740	692½	755	750.760	770.780
May 11	692½	735	690	750	750.760	770.780
May 12	680	727½	677½	740	750.760	770.780

## RICE.

HONGKONG, 12th May.—There is little change to report in the condition of the market, the demand still continuing active. Closing quotations are:—

Saigon, Ordinary .....	per picul.
" Round, good quality .....	\$2.32 to 2.35
" Long .....	2.42 to 2.61
Siam, Field, mill cleaned, No. 2 .....	2.75 to 2.77
" Garden, " No. 1 .....	2.57 to 2.60
" White .....	2.83 to 2.85
" Fine Cargo .....	3.12 to 3.15
" .....	3.31 to 3.34

## COALS.

HONGKONG, 12th May.—Sales of 5,000 Japanese and 1,500 Cardiff on private terms are reported.

Quotations are:—	
Cardiff .....	\$12.00 to — ex ship, nominal.
Australian .....	7.00 to 7.25 ex ship, nominal.
Mike Lump .....	\$5.69 to 5.75 ex ship, nominal.
Mike Small .....	4.85 to — ex ship, do
Moji Lump .....	4.00 to 5.50 ex ship, nominal.

## MISCELLANEOUS IMPORTS.

HONGKONG, 12th May.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—*Bombay Yarn*.—8 bales No. 8 at \$63, 370 bales No. 10 at \$72 to \$78.50, 100 bales No. 16 at \$80 to \$87.50, 730 bales No. 20 at \$81.50 to \$91.50. *Grey Shirtings*.—750 pieces 10 lbs. Stag at \$3.70, 1,500 pieces 8½ lbs. Blue Joss B. at \$2.85, 30 pieces 8½ lbs. Lion and Arrow at \$2.68, 4,200 pieces 7 lbs. Large Eagle at \$1.80, 500 pieces 10 lbs. Flower Vase at \$3.72, 301 pieces 8½ lbs. Blue Fish at \$2.32, 500 pieces 10 lbs. Blue Five Men at \$3.70. *White Shirtings*.—1,000 pieces Gold Joss B. at \$3.12, 500 pieces X. 8 at \$4.22, 750 pieces X. 9 at \$4.45, 500 pieces Gold Elephant at \$3.50, 750 pieces No. 1, 500 at \$3.30, 500 pieces Flower at \$4.62, 7-Cloths. 1,875 pieces 7 lbs. Mexican Red Stag at \$2.30, 750 pieces 7 lbs. Mexican Blue Dragon B. B. at \$2.25. *Drills*.—225 pieces 16 lbs. Large Eagle at \$5.20.

*Metals*.—Tin.—100 glabs Siam at \$33.50, 150 slabs Foongchai at \$33, 500 boxes tinplates at \$5.05.

## COTTON YARN.

Bombay—Nos. 10 to 20 .....	per bale
English—Nos. 16 to 24 .....	\$64.00 to \$92.00
" 22 to 24 .....	104.00 to 108.00
" 28 to 32 .....	109.00 to 112.00
" 38 to 42 .....	114.00 to 119.00
" 48 to 52 .....	124.00 to 131.00

## COTTON PIECE GOODS.

Grey Shirtings—6lbs. ....	per piece
7lbs. ....	1.40 to 1.55
8½ lbs. ....	1.85 to 2.05
9 to 10 lbs. ....	2.20 to 3.10
White Shirtings—54 to 56 rd. ....	3.20 to 4.00
58 to 60 " .....	2.50 to 3.25
64 to 66 " .....	2.65 to 3.75
Fine .....	3.10 to 6.90
Book-folds. ....	4.05 to 5.40
Victoria Lawns—12 yards .....	3.20 to 1.75
T-Cloths—6lbs. (32 in.) Ord'y. ....	0.60 to 1.55
7lbs. (32 " ) .....	1.40 to 2.95
6lbs. (32 " ) Mexs. ....	1.80 to 1.75
7lbs. (32 " ) .....	1.60 to 2.40
8 to 8½ lbs. (36 in.) ....	2.15 to 3.05
Drills, English—40 yds, 134 to 141 lbs. ....	2.35 to 3.20

## FANCY COTTONS.

Turkey Red Shirtings—11 to 51 lbs. ....	per piece
Brocades—Dyed .....	1.30 to 3.50
	3.75 to 4.50

Damasks .....	per yard
Chintzes—Assorted .....	0.12 to 0.15
Velvets—Black, 22 in. ....	3.07 to 0.10
Velveteens—18 in. ....	0.21 to 0.28
	0.16 to 0.20

Handkerchiefs—Imitation Silk 0.40 to 0.85 per dozen

WOOLLENS .....

Spanish Stripes—Sundry chops. 0.60 to 0.95 per yard

Habit, Med. and Broad Cloths. 1.25 to 3.50 per piece

Long Ells—Scarlet ..... 6.99 to 28.00 || Assorted ..... | 7.00 to 8.10 |

Camlets—Assorted ..... 13.00 to 7.00 |

Lastings—30 yds., 31 inches, Assorted ..... 10.00 to 18.60 |

Orleans—Plain ..... 3.00 to 3.60 |

Blankets—8 to 12 lbs. .... per pair ||  | 4.20 to 8.40 |

METALS .....

Iron—Nail Rod ..... per picul || Square, Flat Round Bar ..... | 3.05 to — |
Swedish Bar .....	3.00 to 4.05
Small Round Rod .....	4.75 to 4.80
Hoop .....	3.55 to —
Old Wire Rope .....	4.50 to —
Lead, Australian .....	3.00 to —
	6.65 to —

Yellow Metal—Muntz. 14/28 oz. 25.25 to — per case

Elliot's. 16/28 oz. 25.00 to —

Japan Copper, Slabs ..... 21.75 to — |

Tin ..... 35.50 to 35.75 |

Tin-Plates ..... per box ||  | 5.00 to — |

Steel ..... per cwt. case ||  | 4.25 to — |

SUNDRIES .....

Quicksilver ..... per picul ||  | 109.75 to — |

Window Glass ..... per box ||  | 2.30 to — |

Kerosene Oil ..... per 10-gal. case ||  | 2.07 to — |

SHANGHAI, 8th May.—(From Messrs. Noël, Murray & Co.'s Piece Goods Trade report.)—

The week's business has been interrupted by the race holidays and the sales reported are insignificant, but from the few transactions made public it is evident there are no signs of weakness on the part of importers. This in a great measure can be accounted for by the advance advised from America and Manchester, several orders offered on the basis of last rates having been refused by the former market, while the latest telegrams from Manchester indicate that prices there are now considerably above this. Clearances continue satisfactory, but it is doubtful if the goods are taken for actual requirements, dealers merely paying for them as the prompt's fall due and supplying their present requirements from their stocks acquired some time ago. No change is to be noted in the advices from the outports, which continue to take supplies in fair quantities, the chief demand from Tientsin and Hankow being for the better class of White Shirtings and Indian Yarn. The former goods are in short supply here at the moment, and several orders for forward delivery have fallen through owing to dealers declining to pay the advances asked by importers. The Szechuen merchants have taken a fair quantity of Indian spinings, principally 20s., and have paid slight advances for the favourite chops. A fair business has also been done in 16s. for Chefoo, but prices are not set on and in some instances slight reductions on market quotations have been accepted. There was only one auction this week at which grey goods were offered, when the prices obtained were much the same as those realised the previous week. Woollens on the other hand were rather weaker and prices went in favour of buyers.

Metals.—(From Mr. Alex. Bielfeld's report.)—8th May.—The rice holidays have, as usual at this season, interrupted business. Nothing of any importance has been done. Bright iron wire has advanced heavily, frightening buyers off. Advices from home report general tone as steady and firm, but here the prevailing tendency of buyers is to wait and hold off.

## JOINT STOCK SHARES.

HONGKONG, 12th May.—The market has continued to rule dull and quiet, with an inclination to declining rates, and beyond a flutter in Pujoms we have nothing special to report.

BANKS.—Hongkong and Shanghai have further declined, offers to sell to 183 per cent. prem. meeting with no response. The London



rate remains unchanged at £41 10s. Bank of Chinas and Nationals have been neglected, and we have no business to report.

**MARINE INSURANCES.**—China Traders have changed hands at \$80, and Unions at \$215, the latter closing in request. Yangtszes, North-Chinas, and Cantons have ruled weak with small sales at quotations. Straits have been enquired for at \$28½ cash and at equivalent time rates, but we have heard of no business and holders seen disinclined to part under \$29 to \$29½.

**FIRE INSURANCES.**—Hongkongs have been negotiated at \$335 and Chinas at \$94, both closing quiet with sellers.

**SHIPPING.**—Hongkong, Canton, and Macao have been the medium of a fair business at \$33½ cash, \$34 for June, \$34½ for July, and \$34½ for August; a few cash shares are still on offer at \$33½, and the market looks like remaining steady at that rate for the present. Douglasses have again declined with sales at \$53½; at this rate, however, there are buyers and no sellers. Indo-Chinas have changed hands, chiefly to the North, at \$65 and \$66 cash, and at equivalent rates for June, July, and August; the weakness caused by the *Newchwang-Onwo* collision does not appear to have yet passed off and the market closes quiet at quotation. China and Manilas have changed hands in small lots at \$67½, and close firm at the rate. China Mutual Preferences have been done at £8 5s. 0d.; Ordinaries continue offering at quotations without finding buyers.

**REFINERIES.**—China Sugars are enquired for in a small way at \$115. Luzons are enquired for at \$60, but shares are not forthcoming at that rate, notwithstanding the fact that shares offered at \$62 last week, as mentioned in our last report, could not find buyers.

**MINING.**—Punjoms during the early part of the week ruled very steady at \$13.50. Towards the close, however, owing to the delay in receipt of news of last month's crushing, the rate fell to \$12.25, after sales at \$13.25, \$13, and \$12.50. On receipt of the ordinary crushing results showing 600 oz. from 1050 tons the market recovered and the rate quickly rose to \$14 with sales at that and at rates intermediate. Awaiting results of the cyanide clean up, which was delayed, the market ruled steady with a fair business at \$13.50 to \$13.75 and continued so until the news arrived that the clean up had given 237 oz. gold (assayed value £2 2s. 9d. per oz.), when a pretty general demand sent the rate up to \$18, after sales at \$15, \$16, and \$17; these rates, however, were not long maintained and a set-back quickly occurred, the rate falling to \$15½ without finding buyers. At time of closing market is steady at \$15½ to \$15½. Balmorals have slightly improved and have been in request at \$2. Small sales have been effected at that rate. Jebebus have continued to rule weak and on offer at \$3, without leading to business. Raubs have been somewhat neglected at \$5.25, and shares have changed hands at \$5.10. The accounts to March, 1896, just published, show a balance of £4,269 16s. 1d. to be dealt with. Oliver's Freeholds have again found buyers and close in favour at quotation.

**DOCKS, WHARVES, AND GODOWNS.**—Docks continued steady at 183 per cent. prem. with little or no business for cash; on time shares have changed hands at 186 for June and 191 per cent. prem. for August; market closes quiet at 183 for cash. Kowloon Wharves have been negotiated in fair quantities at the reduced rate of \$46½, and more are obtainable at the rate. Wanchai Godowns quiet at quotation with no business.

**LANDS, HOTELS, AND BUILDINGS.**—Hongkong Lands have found small buyers at \$72 for cash. Hotels have materially improved their position with sales at \$28, \$29, \$30, and \$32; at latter rate more shares are wanted and probably a point higher would be paid. West Points remain neglected at quotation. Humphreys Estates have been negotiated at \$9.25, closing with sellers.

**MISCELLANEOUS.**—Green Islands are enquired for at \$15, but we hear of no sales. A. S. Watsons have changed hands at \$13, and later at \$12.75, closing with buyers at the latter rate and no sellers. Electrics have improved to \$6.90 with sales, but shares are on offer at \$7. Ropes at \$118½ have found small buyers, and

ices at \$108. Fenwicks continue at \$25 with no business, and a few Browns have changed hands at private rates.

Closing quotations are as follows:—

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	183 p. ct. prem. = \$153.75
China & Japan, pref.	£5	nominal
Do. ordinary	£1 10s.	nominal
Do. deferred	£1	£2, buyers
Natl. Bank of China		
B. Shares	£8	\$50, sellers
Founders Shares	£1	\$115, sellers
Bell's Asbestos E. A.	15s.	\$9, sellers
Brown & Co., H. G.	\$50	\$5½, buyers
Campbell, Moore & Co.	\$10	\$5
Carmichael & Co.	\$20	\$3
China Sugar	\$100	\$115, sales
Dakin, Cruickshank & Co.	\$5	\$1
Dairy Farm Co.	\$10	\$5
Fenwick & Co., Geo.	\$25	\$25
Green Island Cement	\$10	\$15, buyers
H. & China Bakery	\$50	\$36
Hongkong & C. Gas	£10	\$100, buyers
Hongkong Electric	\$8	\$6.90, sales & sellers
H. H. L. Tramways	\$100	\$95, buyers
Hongkong Hotel	\$50	\$32, sales & buyers
Hongkong Ice	\$25	\$108, sales & sellers
H. & K. Wharf & G.	\$50	\$46½, sales & sellers
Hongkong Rope	\$50	\$118½, sales
H. & W. Dock	\$125	183 p. ct. prem. = \$153.75, sellers
Insurance—		
Canton	\$50	\$240, sellers
China Fire	\$50	\$94, sellers
China Traders'	\$25	\$80, sales & sellers
Hongkong Fire	\$50	\$335, sellers
North-China	\$25	Tls. 202½, sellers
Straits	\$20	\$28½, buyers
Union	\$25	\$215, sales & buyers
Yangtze	\$60	\$150
Land and Building—		
H. Land Investment	\$50	\$71½, sales
Humphreys Estate	\$10	\$9.25, sales & sellers
Kowloon Land & B.	\$30	\$19½, sellers
West Point Building	\$40	\$18, sellers
Luzon Sugar	\$100	\$60, sellers
Mining—		
Charbonnages	Fcs. 500	\$72½, sellers
Jebebu	\$5	\$3, sellers
New Balmoral	\$3	\$2, buyers
Oliver's Mines, A.	\$5	\$6, sales
Do. B.	\$2½	\$3, sales
Punjom	\$4	\$15½, sales & buyers
Do. Preference	\$1	\$3½, sales & buyers
Raubs	13s. 10d.	\$5.10, sales & buyers
Steamship Coys.—		
China and Manila	\$50	\$67½, sales
China Mutual Ord.	£5	£3
Do. Preference	£10	£8 5s, sales & sellers
Douglas S. S. Co.	\$50	\$54, sales
H. Canton and M.	\$15	\$33½, sellers
Indo-China S. N.	£10	\$66, buyers
Wanchai Warehouse Co.	\$37½	\$40, sellers
Watson & Co., A. S.	\$10	\$25.75, sellers

CHATER & VERNON, Share Brokers.

**SHANGHAI, 8th May.**—(From Messrs. J. P. Bisset & Co.'s report.)—The market has somewhat interfered with business. Banks—Hongkong and Shanghai Banking Corporation.—Several small lots of shares changed hands at 183 per cent. premium. In sympathy with Hongkong the market weakened and shares were sold yesterday at 184. Shipping.—Indo-China S. N. shares have been placed at Tls. 48 cash and Tls. 50 for August, and from Hongkong at \$68 for July delivery. Cash shares are offering at Tls. 48. There are enquiries for H. C. & M. Steamboat shares and Douglas Steamship shares. Docks.—Shares in Boyd & Co. were placed to Hongkong at Tls. 205. S. C. Farnham & Co. shares were sold to Hongkong at Tls. 205 cash and locally for August at Tls. 210. Marine Insurance.—Business has been confined to Yangtszes at \$150 for cash, and Straits for December at \$32. Fire Insurance.—There is no change to report. Hongkong advices quote sellers of Hongkongs at \$335 and of Chinas at \$94. Wharves.—Shanghai & Hongkew Wharf shares have changed hands at Tls. 127 cash. Hongkong & Kowloon Wharf and Godown shares are offering at \$48. Tugs.—Shanghai Tug Boat shares have declined to Tls. 197½. Sugars.—Perak Sugar Cultivation shares were sold at Tls. 44 cash and Tls. 46½ for July delivery. China and Luzon Sugar Refining shares are offering. Lands.—Shanghai Land Investment shares, with Tls. 30 paid up, changed hands at Tls. 60. Hongkong Land Investment shares are wanted at \$71½. A sale of Humphreys' Estate shares to Hongkong is reported at \$9.40. Industrial.—Shares in Major Brothers were sold at Tls. 42 and Tls. 42. Miscellaneous.—Shanghai Gas shares were sold at

Tls. 260, cum right to the new issue. Shanghai Sumatra Tobacco shares were placed at Tls. 122 for delivery on the 31st of July. Shanghai-Langkai Tobacco shares are weak with sellers at Tls. 700. Shanghai Horse Bazaar shares were sold at Tls. 66 ex div., and are offering at the same price. Loans.—Shanghai Land Investment 6 per cent. Debentures were placed at Tls. 110, and Shanghai and Hongkew Wharf Debentures at Tls. 110, plus the accrued interest in both cases.

Quotations are:—

Hongkong and Shanghai Banking Corporation.—\$355.

National Bank of China, Ltd.—\$31.

National Bank of China, Ltd., Founders.—\$115.

Bank of China, Japan, and The Straits, Limited, pref. shares.—Nominal.

Bank of China, Japan, and The Straits, Limited, ordinary shares.—Nominal.

Bank of China, Japan, and The Straits, Limited, deferred shares.—£2.

Indo-China Steam N. Co., Ltd.—Tls. 48.

China-Mutual Steam Nav. Co. pref. shares.—Tls. 52½.

China-Mutual Steam Nav. Co. ord. shares.—Tls. 23 1s. 6d.

Hongkong, Canton and Macao Steamboat Co.—\$32½.

Douglas Steamship Co., Ltd.—\$34.

Boyd & Co., Ltd., Founders.—Tls. 300.

Boyd & Co., Limited.—Tls. 205.

S. C. Farnham & Co.—Tls. 205.

Hongkong and Whampoa Dock Co., Ltd.—\$347.

China Traders' Insurance Co., Ltd.—\$79½.

North China Insurance Co., Ltd.—Tls. 207½.

Union Insurance Society of Canton, Ltd.—\$212½.

Yangtze Insur. Assn., Ltd.—\$150.

Canton Insurance Office, Ltd.—\$20½.

Straits Insurance Co., Ltd.—\$29.

Hongkong Fire Insurance Co., Ltd.—\$325.

China Fire Insurance Co., Ltd.—\$91½.

Shanghai & Hongkew Wharf Co.—Tls. 127.

Bird's Wharf Hide-curing and Wool-cleaning Company.—Tls. 5½.

Hongkong and Kowloon Wharf and Godown Company, Limited.—\$47½.

Sheridan Consolidated Mining and Milling Company, Limited.—Tls. 2½.

Punjom Mining Co., Ltd.—\$13½.

Punjom Mining Co., Ltd., pref. shares.—\$3.

Jebebu Mining & Trading Co., Ltd.—\$34.

Raub Australian Gold Min. Co., Ltd.—\$5½.

Shanghai Tugboat Co., Ltd.—Tls. 197½.

Taka Tug & Lighter Co., Ltd.—Tls. 115.

Shanghai Cargo Boat Co.—Tls. 207½.

Co-operative Cargo Boat Co.—Tls. 18½.

Perak Sugar Cultivation Co., Ltd.—Tls. 44.

China Sugar Refining Co., Ltd.—\$127.

Luzon Sugar Refining Co., Ltd.—\$65.

Shanghai Land Investment Co., Ltd. (fully paid).—Tls. 80.

Shanghai Land Investment Co., Ltd. (\$30 paid).—Tls. 60.

Hongkong Land Invest. & A. Co., Ltd.—\$71.

Kowloon Land & Building Co., Ltd.—\$19½.

Humphreys Estate and Finance Co., Ltd.—\$9.40.

Major Brothers, Limited.—Tls. 42.

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 95.

International Cotton Man. Co., Ltd.—Tls. 72½.

Laoy-kung-mow Cotton Spinning and Weaving Co., Ltd.—Tls. 100.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 300.

Shanghai Ice Company.—Tls. 130.

Shanghai Gas Co.—Tls. 260.

Shanghai Waterworks Co., Ltd.—Tls. 235.

Shanghai Sumatra Tobacco Co.—Tls. 115.

Shanghai Langkat Tobacco Co., Ltd.—Tls. 700.

Shanghai Langkat Tobacco Co., Ltd., Founders.—Tls. 1000.

Shanghai Horse Bazaar Co., Ltd.—Tls. 66.

J. Llewellyn & Co., Limited.—\$70.

Hall & Holtz, Ltd.—\$34½.

A. S. Watson Co., Limited.—\$12½.

Bell's Asbestos Eastern Agency, Ltd.—£1.

Hongkong Electric Co., Ltd.—\$7.

TUESDAY, 12th May.

CLOSING QUOTATIONS.  
EXCHANGE

ON LONDON.—

Telegraphic Transfer ..... 2/2½

Bank Bills, on demand ..... 2/2½

Bank Bills, at 30 days' sight ..... 2/2½

Bank Bills, at 4 months' sight ..... 2/2½

Credits, at 4 months' sight ..... 2/2½

Documentary Bills, 4 months' sight 2/2½

ON PARIS.—

Bank Bills, on demand ..... 2/4

Credits, at 4 months' sight ..... 2/79

ON GERMANY.—

On demand ..... 2/59



ON NEW YORK.—	
Bank Bills, on demand .....	53½
Credits, 60 days' sight .....	54½
ON BOMBAY.—	
Telegraphic Transfer .....	187½
Bank, on demand .....	188
ON CALCUTTA.—	
Telegraphic Transfer .....	187½
Bank, on demand .....	188
ON SHANGHAI.—	
Bank, at sight .....	71½
Private, 30 days' sight .....	72½
ON YOKOHAMA.—	
On demand .....	1 % pm.
ON MANILA.—	
On demand .....	16½ % pm.
ON SINGAPORE.—	
On demand .....	1 % pm.
SOVEREIGNS, Bank's Buying Rate ..	
9.02	
GOLD LEAF, 100 fine, per tael .....	
46.80	

## TONNAGE.

SHANGHAI, 8th May (from Messrs. Wheelock & Co.'s report).—Once more we have to report the renewal of the Conference agreement for a further term of twelve months, embracing what must be acknowledged to be reasonable rates to London shippers, and though we cannot say positively that a similar settlement has been arrived at for New York, still there is every reason to suppose that an equally satisfactory result will be announced for the latter destination. For new scale of rates we refer to our freight quotations given below. From Hankow.—It has been decided to send the "Mutual" steamer *Oanfa* to load tea for London, but though nothing at present is disclosed as to her rate from Hankow, we do not think it will be very much in advance of that now in force under the renewed Conference agreement, viz. 40s. In reviewing the opening of last year's tea season we find the *Pinguey* loaded a practically full cargo at 70s.; a significant sign of the times! For New York *via* Cape.—Business is extremely dull in this direction, and low rates may be expected for some time to come. The chartering rate has degenerated to 14s. per ton in Hongkong, to which has to be added coast freight from here, and a reasonable profit to charterers. The *T. F. Oakes* expects to sail for Hongkong on the 15th inst. leaving the local berth vacant. Homeward rates are:—London by Conference Lines, general cargo 37s.; waste silk 40s.; tea 40s.; Northern Continental ports, general cargo 37s. 6d.; waste silk 40s.; tea 40s.; New York, general cargo 40s.; tea 40s.; New York *via* London, general cargo 40s.; tea 45s.; Boston, general cargo 45s.; tea 50s.; Philadelphia, general cargo 45s.; tea 50s. Above rates are subject to a deferred return, as per Conference circular. London by Shell Line, general cargo 35s. less 10 per cent.; Hamburg, general cargo 31s. 6d. net; New York, general cargo 40s. less 10 per cent. Havre direct, general cargo 37s. 6d. net; Genoa, tallow 32s. 6d.; general cargo 35s. net; Marseilles, tallow 32s. 6d.; general cargo 35s. net. 45s. per ton of 20 cwt. for above three ports. New York by rail, 20s. nominal; New York by Pacific Lines, little doing. Coast rates are:—Mojito to Shanghai \$1.30 per ton coal; Nagasaki to Shanghai \$1.25 per ton coal. Disengaged vessel in port.—*Paul Revere*, American ship, 1,657 tons register.

## VESSELS ON THE BERTH.

For LONDON.—*Java* (str.), *Ceylon* (str.), *Sarpedon* (str.), *Ravenna* (str.).  
 For BREMEN.—*Karlsruhe* (str.), *Dieke Rickmers* (str.).  
 For VANCOUVER.—*Empress of Japan* (str.).  
 For SAN FRANCISCO.—*Queen Elizabeth*, *Formosa* (str.), *City of Rio de Janeiro* (str.).  
 For VICTORIA.—*Olympia* (str.), *Asloun* (str.).  
 For NEW YORK.—*Tom O'Shanter*, *Gerard C Tobey*, *Lucy A. Nickels*, *Benalder* (str.), *T. F. Oakes*, *Lucile*.  
 For AUSTRALIA.—*Menmuir* (str.).

## SHIPPING.

## ARRIVALS AND DEPARTURES SINCE LAST

## MAIL.

## HONGKONG.

May—  
 6, Radnorshire, Brit. str., from Yokohama.  
 7, Phra Nang, British str., from Bangkok.  
 7, Choysang, British str., from Canton.  
 7, Fushun, Chinese str., from Canton.  
 7, Triumph, German str., from Pakhoi.  
 7, Hector, British str., from Liverpool.  
 7, Glenogle, British str., from London.  
 7, Airlie, British str., from Sydney.

7, Kutsang, British str., from Calcutta.  
 8, Fuping, Chinese str., from Canton.  
 8, Tamsui, British str., from Newchwang.  
 8, Kong Alf, Norwegian str., from Tamsui.  
 8, Rio, German str., from Penang.  
 8, Seitoku Maru, Japanese str., from Kelung.  
 9, Strathallan, British str., from Hongay.  
 9, Yuensang, British str., from Manila.  
 9, Canton, British str., from Canton.  
 9, Whampoa, British str., from Chefoo.  
 9, Benledi, British str., from Saigon.  
 9, Chwnshan, British str., from Saigon.  
 9, Kiangpak, Chinese str., from Newchwang.  
 9, Nanyang, German str., from Wuhu.  
 9, Humber, British storeship, from Y'hama.  
 10, Peacock, British g.-bt., from Bangkok.  
 10, Caspian, British str., from Bombay.  
 10, Chowfa, British str., from Bangkok.  
 10, Daphne, German str., from Chinkiang.  
 10, Germania, German str., from Sourabaya.  
 10, Hailoong, British str., from Tamsui.  
 11, Cowrie, British str., from Moji.  
 11, Feecheu, Chinese str., from Canton.  
 11, Argyll, British str., from Moji.  
 11, Benlarig, British str., from Moji.  
 11, Haitan, British str., from Coast Ports.  
 11, Taisang, British str., from Shanghai.  
 11, Kwanglee, Chinese str., from Shanghai.  
 11, Gloucester City, British str., from Saigon.  
 11, Albingia, German str., from Singapore.  
 12, Tailee, German str., from Saigon.  
 12, Saghalien, French str., from Shanghai.  
 12, Caledonien, French str., from Marseilles.  
 12, Vindobon, Austrian str., from Trieste.  
 12, Chihli, British str., from Canton.  
 12, Menmuir, British str., from Kobe.  
 12, Deuteros, German str., from Saigon.  
 12, Cheang Hye Tong, Brit. str., from Straits.  
 12, Empress of Japan, Brit. str., from Vancouver.  
 12, Oscarshel, German str., from Bangkok.  
 12, Annandale, British str., from K'chinotzu.  
 12, Nanyong, British str., from Singapore.  
 12, Carmaathenshire, Brit. str., from Saigon.  
 12, Keongwai, British str., from Bangkok.

## May—DEPARTURES.

7, Cosmopolit, German str., for Hoihow.  
 7, Maria Valerie, Austrian str., for Trieste.  
 7, Breconshire, British str., for Nagasaki.  
 7, Chihli, British str., for Canton.  
 7, Choysang, British str., for Swatow.  
 7, Irene, German str., for Hamburg.  
 7, Jacob Christensen, Norw. str., for Saigon.  
 7, Pekin, British str., for Europe.  
 8, Karlsruhe, German str., for Shanghai.  
 8, Pathan, British str., for Shanghai.  
 8, Hohenzollern, Ger. str., for Yokohama.  
 8, Petrarch, German str., for Saigon.  
 8, Nanchang, British str., for Shanghai.  
 8, Ancona, British str., for Yokohama.  
 8, Australian, British str., for Chefoo.  
 8, Australia, German str., for Saigon.  
 8, Clam, British str., for Shanghai.  
 8, Fushun, Chinese str., for Shanghai.  
 8, Macduff, British str., for Yokohama.  
 8, Tamsui, British str., for Canton.  
 9, Glenogle, British str., for Shanghai.  
 9, Tritos, German str., for Swatow.  
 9, Memnon, British str., for Kudat.  
 9, Radnorshire, British str., for London.  
 9, Wingsang, British str., for Calcutta.  
 10, Ask, Danish str., for Hoihow.  
 10, Dante, German str., for Amoy.  
 10, Glenfalloch, British str., for London.  
 10, Hector, British str., for Shanghai.  
 10, Inchdune, British str., for Bangkok.  
 10, Kiangpak, Chinese str., for Canton.  
 10, Nanyang, German str., for Canton.  
 10, Rio, German str., for Amoy.  
 10, Seitoku Maru, Jap. str., for Kelung.  
 10, Shelly, British str., for Amoy.  
 10, Strathallan, British str., for Hongay.  
 10, Whampoa, British str., for Canton.  
 11, Canton, British str., for Shanghai.  
 11, Daphne, German str., for Canton.  
 11, Fuping, Chinese str., for Chefoo.  
 11, Hupeli, British str., for Samarang.  
 11, Onsang, British str., for Sourabaya.  
 11, Sebastian Bach, British bk., for Singapore.  
 12, Amara, British str., for Saigon.  
 12, Caledonien, French str., for Shanghai.  
 12, Chihli, British str., for Shanghai.  
 12, Frogner, Norw. str., for Hongay.  
 12, Hailoong, British str., for Swatow.  
 12, Kwanglee, Chinese str., for Canton.  
 12, Kwei-yang, British str., for Swatow.  
 12, Phra Nang, British str., for Bangkok.  
 12, Taisang, British str., for Canton.

12, Triumph, German str., for Hoihow.  
 12, Tam O'Shanter, Amr. ship, for New York.  
 12, Nord, Norw. str., for Hoihow.

## PASSENGER LIST.

## ARRIVED.

Per *Karlsruhe*, steamer, from Bremen, &c.—Misses A. Fendler, Kellock, Jacobs, and Winstanley, Messrs. Siemssen, E. Wilkens, Kronenberg, Fessen, Petersen, Hansen, Handro, Callender, Helms, Albrecht, Knüttel, Van Bennekom, and F. Luskey, Mrs. Heermann and 2 daughters, and Dr. Haberer. For Shanghai.—Misses C. Farometti and Davis, Messrs. Kasnako and Piazzalungo.  
 Per *Haimun*, str., from Coast Ports.—Mrs. Piggot and baby, and Rev. M. La Periera.  
 Per *Phra Nang*, str., from Bangkok.—Mr. Lumsie.  
 Per *Radnorshire*, str., from Yokohama, &c.—Mrs. Davies and Miss Davies.  
 Per *Glenogle*, str., from London.—Mr. and Mrs. MacKenzie, Messrs. Williams, Eastwood, and Mayer, and Lieut. W. Langford.  
 Per *Kutsang*, str., from Calcutta, &c.—Mrs. Gunberg, Lieut. Creagh, H.K.R., Capt. Greville, Lieut. Wood, Messrs. Watt and Sharp.  
 Per *Airlie*, str., from Sydney, &c.—Mrs. and Miss Thomson, Mrs. and Miss Hardie, Miss Vitkovsky, Mr. and Mrs. Lanson, Col. Vitkovsky, Dr. A. Jackson, Messrs. C. J. Clarke, J. Wagner, H. Binnie, R. Gill, R. Murray, Mr. and Mrs. Duncan and child, Mr. and Mrs. Osborne and 2 children.  
 Per *Rio*, str., from Penang.—Mr. Edetstein.  
 Per *Yuensang*, str., from Manila.—Revs. G. Palan, J. E. Catana and F. R. Noval, Messrs. A. Garchitorenna, J. S. Simeki, and V. Ylustre, Miss M. Chercan.  
 Per *Onsang*, str., from Amoy, &c.—Mr. Payne.  
 Per *Chowfa*, str., from Bangkok.—Mr. Antonio Joaquim Basto.  
 Per *Hailoong*, str., from Tamsui, &c.—Messrs. Schabert, Wilson, and Wilson, Jun.  
 Per *Taisang*, str., from Shanghai, &c.—Capt. Hogg and Mr. Williams.  
 Per *Haitan*, str., from Coast Ports.—Mr. and Mrs. Wookey and 3 children, and Mr. D. Sliman.

## DEPARTED.

Per *Chingtn*, str., for Cooktown.—Mr. Sturrock. For Sydney.—Mr. and Mrs. Hennessy, Dr. Daly, Mr. and Mrs. Graham, Messrs. Shedden, A. F. French, Clarke, Robertson, and W. J. Robertson.  
 Per *Pekin*, str., from Hongkong for London.—Lieut. F. A. Powlett, N.R., Mr. and Mrs. J. McCallum and child, Mr. and Mrs. Dyer Ball and child, Mrs. Ball, Mrs. A. W. Best, Capt. W. Everist, and Mr. W. Wilton. From Shanghai for Penang.—Mr. E. H. Bratt. For Brindisi.—Mr. and Mrs. Sheridan, Mr. and Mrs. H. Taylor. For London via Marseilles.—Messrs. W. T. Phipps, H. G. Phipps, and Sergt. Kelly. For London.—Mr. W. Maitland, Mr. and Mrs. Mills and 2 children, Miss Pook, Mrs. Redfern and 2 children, Mr. and Mrs. Easton and 2 children, Mr. Hofstrand, Mrs. E. A. Tolliday and child, and Mr. Host. From Yokohama for Singapore.—Mr. and Mrs. Earle. For Venice.—Mr. Usigli. For London.—Mrs. and Miss Kirby and (3) Masters Kirby, Miss A. Cooke, Mr. and Mrs. Addyman. From Kobe for London.—Mr. and Mrs. Chapman and child.  
 Per *Karlsruhe*, str., for Shanghai from Genoa.—Miss C. Tacometti. From Southampton.—Miss A. Davis. From Bremen.—Mr. J. Helms. From Singapore.—Mr. A. Kasnakhoff. From Hongkong.—Mr. and Mrs. G. Harling, Mr. and Mrs. T. H. C. Arcusma, Messrs. J. Birchall, R. Hormusjee, Vicajee, R. H. Andro, and Capt. Seebstrok.  
 Per *Hohenzollern*, str., for Yokohama from Southampton.—Mrs. A. Kellock. From Hongkong.—Mr. M. Accantara.  
 Per *Ancona*, str., from Hongkong for Yokohama.—Messrs. G. B. Haines, E. J. Watt, A. H. Sharpe, and C. W. Arnould. For Kobe.—Capt. R. P. Simmonds, R.A., Mr. J. L. Wood, Capt. H. F. Greville, Miss Johnstone, Miss Jones, Miss Baker, and Miss Tora Koshiba. For Nagasaki.—Mrs. Fender, Mrs. Jacometty, Col. and Miss Vitkovsky, and Mr. Matseya. For Yokohama from London.—Mr. C. Arto, Mr. and Miss Webb, and Mr. Geo. Mudge. From Brindisi.—Mrs. Becker.  
 Per *Glenogle*, str., for Shanghai.—Mr. and Mrs. Osborne and 2 children.